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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after April 30th, 1929, until further Notice (all previous Time Tables cancelled.)

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon Dep.	8.40	8.05	8.50	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30
Yau Ma Tei Dep.	8.45	8.10	8.55	9.20	10.05	10.20	10.35	10.50	11.05	11.20	11.35
Shatin Dep.	7.01	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30
Tai Po Dep.	7.15	7.30	7.45	7.60	7.75	7.90	8.05	8.20	8.35	8.50	9.05
Market Dep.	7.30	7.45	7.60	7.75	7.90	8.05	8.20	8.35	8.50	9.05	9.20
Fanning Dep.	7.50	8.05	8.20	8.35	8.50	8.65	8.80	8.95	9.10	9.25	9.40
Shum Shui Dep.	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25
Shum Chau Arr.	7.41	8.45	9.13	10.21	10.59	1.08	2.13	3.15	4.00	5.39	6.38
Canton Arr.	12.05	1.05	1.43	2.43	3.43	4.43	5.43	6.43	7.43	8.43	9.43

DOWN TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton Dep.	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30
Shum Chau Dep.	7.17	8.03	10.34	11.27	11.47	12.07	12.27	12.47	13.07	13.27	13.47
Shum Shui Dep.	7.25	8.11	10.42	11.35	11.55	12.15	12.35	12.55	13.15	13.35	13.55
Fanning Dep.	7.30	8.15	10.47	11.40	12.00	12.20	12.40	12.60	12.80	13.00	13.20
Tai Po Dep.	7.40	8.25	10.57	11.50	12.10	12.30	12.50	13.10	13.30	13.50	14.10
Market Dep.	7.44	8.31	11.01	11.54	12.14	12.34	12.54	13.14	13.34	13.54	14.14
Shatin Dep.	7.57	8.44	11.14	12.07	12.27	12.47	13.07	13.27	13.47	14.07	14.27
Yau Ma Tei Dep.	8.11	8.56	11.26	12.19	12.39	12.59	13.19	13.39	13.59	14.19	14.39
Kowloon Arr.	8.17	9.02	11.32	12.25	12.45	13.05	13.25	13.45	14.05	14.25	14.45

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GERMANY'S WONDERFUL NEW BATTLESHIP.

"TECHNICAL TRIUMPH OF TRANSCENDENTAL IMPORTANCE."

IS DISPLACEMENT AT VARIANCE WITH TREATY?
DIESEL ENGINES AND 10,000 MILES CRUISING RANGE.

The new German Diesel-engined battleship, the Ersatz Preussen, has caused a considerable stir in international naval circles. In the latest issue of *The Navy*, the journal of the British Navy League, Mr. Maurice Prendergast describes details of the new ship. The editor of *The Navy* comments: "That she has made a stir in international naval circles is undoubted. In all foreign naval publications she is discussed. The *Revue Maritime* states that the Germans declare her better capable of resisting gunfire than any other ship in the world. With her Diesel engines, the dream of naval architects for many years past, she marks a new and amazing period in naval design."

Particulars of the Ship.
The leading particulars of the new ship are:—
Displacement: 10,000 metric tons standard, i.e., without inclusion of any fuel, or 13,000 with fuel. (Mr. Prendergast comments that this "standard" displacement reckoning is strictly at variance with the Treaty.)
Hull, etc.: Weight economized by the use of high grade steels, light castings, and the substitution of electric welding of seams, etc., instead of riveting. By these means 550 tons (3.5 per cent. of displacement) has been saved.
Dimensions: Approximately, length 500ft. (w.l.), 601ft. (o.a.); beam, 66ft.; draught, described as "shallow"—possibly not more than 16ft.
Armament: Main—six 11-inch, in two triple turrets, ranging, it is suggested by the German Minister's figures, 20,000 yards (17 miles). Secondary—eight 5.9-inch, singly mounted in shields. Anti-aircraft—four (4.1-inch), twin mounted in common sleeve. Torpedo tubes—six (size uncertain), in two triple revolving mounts, above water on quarter deck.
Protection: By a new system of armouring and under-water subdivision, invulnerability has been vastly improved. Vertical side protection by complete end-to-end belt of substantial thickness. Turrets heavily defended. Two strong steel decks to give security against aerial attack. Under-water defence said to be the stoutest and most elaborate ever incorporated in any vessel.
Machinery: Special type of Diesel engines to design by the German Admiralty, built by the M.A.N. Co., at Nuremberg. Two sets of engines, each 25,000 B.H.P. Total, 50,000 B.H.P. Speed—26 knots, (possibly 27 in light condition). Fuel sufficient to give an endurance of 10,000 miles at 20 knots' speed.
Cost: Still undisclosed. It was, however, elicited in the Reichstag debate that whilst the Naval Budget only allowed £450,000 for the ship, £1,000,000 worth of materials had already been ordered for her. This sum excludes the enormous amounts expended during the past few years on preliminary research and experiment with guns, machinery, etc.

"Miraculous Engines."
It is in the machinery that wonders, verging on the miraculous, have been accomplished. The Minister of Defence has revealed that the new "Marinetyp-M.A.N." Diesel motors for the Ersatz Preussen require only 8 kilowatts (11hp) per horse-power, whereas the best Diesel engines of 1918 required 50kg. (110lb) for every h.p. These new Navy-Diesels are not the towering, cumbersome, slow-running engines, such are now used for the propulsion of merchant ships. The Diesels for the Ersatz Preussen are of the low built, compact, fast-running species, such as have been used in the past for the surface drive of submarines. These motors can therefore be stowed under a heavy armoured deck. Seventeen and a half pounds per horse-power! If

H.M.S. Hood could exchange her present steam-drive machinery for the new type of German Diesels, her power would be raised from 144,000 to more than half a million h.p. without an ounce being added to her weight! The 144,000 h.p. steam-drive machinery of the Hood weighs 3,358 tons, or about 834lb per h.p. The German "Marinetyp-M.A.N." Diesels weigh only (about) 171lb per h.p. The Germans are therefore getting four and three quarter times more h.p. out of every ton of machinery weight, than we could get for the Hood. If you multiply the Hood's 144,000 h.p. by 4, the result is 576,000 h.p. This "pocket battleship" can range over 10,000 miles at 20 knots, whereas the average steam-driven battleship can cover no more than 4,500 miles at this speed. The Ersatz Preussen can cruise from Kiel to China on a single load of fuel.

Is "Limitation" Effective?
What can the 10,000-ton Treaty Cruisers do against the 10,000-ton German ships? Nothing, except keep out of range, or run away! What chance would a "tin-clad" Treaty Cruiser—virtually armoured—stand in a fight against a heavily-armoured antagonist, hurling out 8 tons of large-calibre shell per minute? There are only four armoured warships in the world today fast enough to overhaul and fight the Ersatz Preussen type. Those four are the big British battle-cruisers Tiger, Repulse, Renown, and Hood. And of these four, only the Hood has the barest of margins in the superiority of extreme gun-range. Therefore, do we find the German pigmy of 10,000 tons to be a fighting match to a vessel almost four times her own size—the Hood, the greatest war vessel in the world.

The Ersatz Preussen is virtually a death-blow to the big battleship. The 35,000-ton post-Jutland capital ship is no longer worth building on the steam-drive basis. Limitation of armaments (concludes Mr. Prendergast) is defeating its own purpose. "Artificial restriction of size simply fosters invention and research. You may try to curb the size of motor-cars by imposing drastic taxation on their engine power, and what is the result? The 12-h.p. car of to-day is faster, and has a better, all-round road performance than the 25 h.p. car of 1910. You may try to restrict the size of warships by repressive legislation, and what is the result? The Germans, with 12,000 tons, produce in 1923 a ship more formidable than their 10,000-ton battle-cruiser Von der Tann of 1908. Cut down the size of warships by treaties and covenants if you will. The inevitable result will be that more hitting, driving, and resisting power per ton will be attained on every reduction of weight. You end by getting mechanized armies and Diesel-driven fleets, smaller, but more deadly and venomous than the bloated armaments you have tried to abolish by legislation!"

Diary of Coming Events.

To-day (May 15.) Garrison Rifle Meeting, Kowloon City Range, 9.30 a.m. Queen's Theatre: "No Other Woman." World Theatre: "Let Women Alone." At 2.30 and 7.15, Chinese Picture "Yang Kwei Foo." Star Theatre: "Becky." Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m. European Mail:—Outward: Europe via San Francisco (Siberia Maru), 8.30 a.m. Thursday (May 16.) Property Auction: (31-33, Austin Road, Kowloon) Messrs. Lammet Bros., Auction Rooms, 3 p.m. Friday (May 17.) Christian Fellowship Meeting, Helena May Institute, 10.30 a.m. H.K. Jockey Club: Half yearly general meeting, H.K. Club annex, 5.10 p.m. Queen's Theatre: "The Corsacks." World Theatre: "The Street Angel."	Opening of New Billiard Room, Chinese Sports Club, King's Building, 5.30 p.m. Queen's Theatre: "The Corsacks." World Theatre: "Let Women Alone." At 2.30 and 7.15, Chinese Picture "Yang Kwei Foo." Star Theatre: "Becky." Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m. Saturday (May 18.) Fifth Extra Race Meeting, Happy Valley. Golf: Whitsuntide Meeting, Fanling. Lawn Bowls:—Division I: Kowloon Docks v. Civil Service, Craigengower v. Recreation, Police v. Kowloon C.C., Tai Koo v. Kowloon Bowling Green. Division II: Recreation v. Craigengower, Civil Service v. H.K. Electric, Kowloon Bowling Green v. Tai Koo. Queen's Theatre: "The Corsacks."	Star Theatre: "A Kiss for Cinderella." Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m. Sunday (May 19.) Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m. Dinner Dance: Peninsula Hotel, 8.30 p.m.
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MOTOR NOTES.

LARGER ROAD GRANTS.
MOTORISTS' VIEWS.

Mr. F. G. Bristow, the general secretary of the Commercial Motor Users' Association, interviewed by a Press representative, said that the increase from 50 to 60 per cent. in the grant for road maintenance on class 1 roads and the increase from 35 to 50 per cent. for class 2 roads had already been indicated by the Chancellor of the Exchequer, and the inclusion of new construction and improvements was welcome, especially if the 50 per cent. grant to all approved schemes for roads and bridges other than class 1 roads did not apply only to class 2 roads.

"It means on this assumption," Mr. Bristow said, "that what have been known as unclassified roads, that is, rural and minor roads which previously were eligible for a 25 per cent. grant and in exceptional cases a 35 per cent. grant, will now receive more attention. This is certainly a step in the right direction. The use of commercial vehicles, both passenger and goods, has been increasing on these rural roads, and any improvement here will mean a better service to the communities along those roads, and also less wear on the vehicles themselves. This improvement is one which commercial motor users have been advocating for some time, and it must not be forgotten that these commercial users contribute in motor vehicle taxation and in petrol tax over £200,000 a year.

Poor Bridges.

Mr. Bristow pointed out that there are many industrial districts, particularly in Lancashire, Yorkshire, and the Midlands, which are absolutely cut off from economic road transport by the existence of a network of weak and restricted bridges. They hoped the Treasury would allocate more and more sums from the Road Fund towards remedying this extremely unsatisfactory position.

"The commercial motor industry, however," he added, "is very disappointed that the Chancellor has not seen his way to increase the allowance for pneumatic-tired commercial vehicles from 30 to 35 per cent. as compared with solid-tired vehicles. We thought we had made out a good case for the concession. The reduction in the taxation of goods vehicles between 20 and 25 tons unladen weight from £40 to £35 is, in effect, the introduction of a new taxation class, for at present there is no difference between two and three tons. It will be a useful concession, but will not affect a very large number of vehicles. The total number of commercial vehicles on the road is 300,000, and the present two to three ton class accounts for 19,000."

Unemployment.

The secretary of the County Councils' Association said the concession regarding road grants was announced about three months ago, but the additional 15 per cent. grant when 50 per cent. or more of the men are drawn from depressed areas was a new announcement and unless the Unemployment Grants Committee had by any chance forestalled the Chancellor, appeared to be a very considerable concession indeed. The only point was that it was very difficult to draw men from depressed areas into other areas because of the housing accommodation, especially in rural areas. Still, this additional grant was considerable enough to make the effort very worth while.

Mr. Stenson Cooke, secretary of the Automobile Association, said: "The absence from the Budget statement of any provision for the substantial reduction of the taxation of motor vehicles is deplored by the A.A., which represents over 350,000 motor owners. There is an unanswerable case for a substantial remission of the motor taxes. The policy of recent years of saddling motor owners with various taxation burdens for purposes designed to benefit the country as a whole has created a position of grave injustice. The slight improvement in the scale for the taxation of the smaller motor-cycles is welcome, but it is, of course, only a drop in the ocean by comparison with the big question of motor taxation as it applies to the whole motoring community."

Unpopular Budget.

An official of the Royal Automobile Club said the increased grant would encourage local authorities to proceed with road improvement schemes, but the Budget as a whole had been a great disappointment to motorists. "It will be remembered," he said, "that we had asked for substantial remission of motor taxation and for a big programme of road construction to be put in hand at once on a capitalized basis as a charge on the Road Fund. We still believe that such a programme would give tremendous impetus to motoring in this country, and we shall certainly continue to press for these reforms. Sir Horbert Austin said he was very disappointed, because he felt that the case for the motor industry put before the Chancellor of the Exchequer a few weeks ago was sufficiently important to warrant some decrease in taxation."

ROUND THE WORLD.
LADY MOTORIST WELCOMED
IN NEW ZEALAND.

Miss Gladys de Havilland, who is making a world tour with an Austin Seven, recently received a right royal welcome at New Plymouth in the North Island of New Zealand. The townsfolk turned out in great numbers to inspect the redoubtable little Seven that was engaged in such an ambitious undertaking. The *Taranaki Herald* states that a whole nursery of local "babies" was emptied into the streets to give a welcome to the intrepid English woman and the touring "baby."

ROYAL CARS FOR NEPAL.

If there were a championship award for the world's most enthusiastic motorist it would undoubtedly go to some member of the Royal Family of Nepal. Nepal is a little kingdom on the northern border of India, almost under the shadow of Mount Everest, and there are few places in the world harder to reach by automobile.

A representative of the Royal Family recently took delivery in Calcutta of a Studebaker President Eight Limousine, a Studebaker Director Berline, and two Ertline Sixes. But the Royal Family resides in Khatmandu, capital of Nepal. The new cars had to be shipped by rail from Calcutta to a city 38 miles from the capital. From there they were driven to within 15 miles of Khatmandu.

For the final 18 miles of the trip, however, the cars had to be transported by aerial cables over valleys and mountains where there is no sign of a road. Travellers are carried over this 18-mile stretch in coolie chairs.

After having surmounted all these difficulties to get their cars, the Royal Family can operate them on just 22 miles of road—which is the total extent of the little kingdom's highway system.

THE WORLD'S MOTOR PRODUCTION.

A SLACKENING DEMAND.

Figures of a world motor census, taken by the *American Automobile*, show when compared with statistics for previous years that there was a slackening in the rate of output in 1928. The total of cars, industrial vehicles, and passenger buses registered throughout the world was on January 1 last 31,929,962. The total on January 1, 1928, was 29,805,475, which, though it records an increase, is on a percentage basis only a small one, for the output of the American factories has been larger than the difference between these two totals. Of the new total America takes not less than 24,494,539 vehicles, compared with 23,127,315 for the previous year.

The production figures for the American factories are not given, and, in any event, they would have no real significance, since the Ford organisation has come back into operation only during the past year, and the full effects of this return will not yet be visible. What the temporary stoppage of this establishment has meant is indicated by the fact that in 1927 the total American new output was 3,304,293 motor vehicles, against 4,298,902 for 1928.

European Figures.

As against these prodigious totals Europe manufactured last year about 589,000 cars and vehicles, and in the various producing countries there is either a definite decline or a marked slackening in the rate of output. The census estimates that Great Britain's total output last year was 215,000 vehicles. This compared with 200,000 for 1927 and 180,000 for 1928. France, which is next highest among the European countries, manufactured 200,000 vehicles last year, 190,000 in the previous year, and 200,000 in 1928. Germany, the next on the list, shows most decided progress. Last year the output was 90,000 vehicles, in 1928 it was 72,000, and in 1929 it was 54,000. Italy shows a steady decline. Last year the total production was 50,000, in the previous year it was 55,000, and in 1928 the figure was 54,700.

The figures generally suggest that the absorption capacity of the world market is near the limit. There may be no actual saturation-point, but it would seem that manufacturers must look for the early coming of a time when their products must go to most replacements rather than the needs of new motorists—that is, the demand in the main will come from motorists who have an old car to dispose of. This point has in fact been reached in America, where to-day more than 60 per cent. of the annual output is taken up for replacement purposes.

BRITISH 6-WHEELER
IN AFRICA.

Modern Transport (London), gives an interesting account of a demonstration run of a standard six-wheeler in South Africa by the local agents in Durban of Guy Motors, Ltd. A circular route from Durban was taken through Maritzburg, Greytown, Tugela, Dundee, Glencoe, Vryheid, Babanango, Melmoth, Eshowe, Ginginhlovu, and Stanger, and back to Durban. It was overloaded to the extent of three-quarters of a ton.

The following is the account given by a representative of the firm in question:—

"We left Durban at 4.30 p.m. The road to Maritzburg is very hilly for the first 30 miles, but the surface is fairly good. After Inchanga the country is more level, Polly Shorts Hill being the only really big climb in the section. The first 50 miles were covered in 3 hrs. 3 mins., compared with 3 hrs. 6 mins. taken by the regular 20-seater express motor coach. The lamps had to be lit for the last half of the journey. An early start was made the following morning. The road was particularly trying, the surface being rendered very bad by deep sand, long heavy gradients, and great masses of loose stones."

Leaving Maritzburg at 9.30 a.m., we commenced a long climb known as Red Hill, but the Guy made light of it, never dropping below second. After 7½ miles of steady climbing, the road became undulating and presented no difficulties except a loose, rough surface deeply coated with red dust. We left behind us a cloud a mile long and as thick as a London fog. The 48 miles between Maritzburg and Greytown were covered in 2 hrs. 37 min., which was an excellent performance."

Really Hard Going.

"We left Greytown at 2 p.m., having had some business to transact there, and started on a section of really hard going. To make matters worse it was an extremely hot, still afternoon and the 19 miles between Greytown and Keats Drift consisted of almost continuous climbing over rough, loose stones, steep inclines and sharp bends. There then followed mile after mile of gruelling gear work through the giant cactus, in full bloom and growing straight out of the parched earth and stones; but the Guy behaved well, and succeeded in reaching the top of the pass without having to stop."

"We were now able to give the engine a comparatively easy time until Keats Drift was reached. This drift presented no extraordinary difficulties, however, and we were soon on the road to the Tugela. This led us over another range of hills which could only be negotiated by means of a severe climb of several miles. This climb proved worse than the previous one and terminated in a long stretch of gradient so steep that only first gear could be used. After mounting the summit of the ridge—and, incidentally, this is the first time that this hill has been sealed by any car or truck—we had several miles of downhill running into the plain through which the Tugela flows."

"The river had to be crossed by means of a punt and there was considerable delay. After a stop at Pomeroy we proceeded with the lamps switched on towards Helpmaker and Dundee, finally pulling up for the night at Glencoe."

A Fast Run.

"From Dundee a start was made in the morning for Vryheid, and what proved to be the fastest run of the trip, the 52 miles being covered in 2 hours 23 mins. After a delay at Vryheid we set out upon the rough and difficult journey of 61 miles over the Zululand border to Babanango. After an hour on the road it became dark, and the driver, being on a strange mountain, could not get the best out of the Guy."

"On the fourth and last day of the demonstration an early start was made, 37 miles of very mountainous country between Babanango and Melmoth being covered before breakfast, after which came a long and steady descent over much better roads through the heart of Zululand, past the home of Dinizulu, the last of the Zulu kings, through Eshowe, Ginginhlovu ('Elephant's Ear'), Amatikulu ('Big Stream') and on to the Tugela River again, but this time much nearer the coast."

"We decided to take the new bridge, which, we were informed, was not yet opened. This proved to be true. We were getting on to good roads now, and our speed was only limited by the winding of the road. We passed through Stranger and miles of sugar cane. In fact, the road is bordered almost continuously by sugar farms from Eshowe to Durban—a distance of 93 miles."

"On Compensation Flats we had a side-slipping test, which consisted of averting about on the tarred road at a fairly high speed, but there was no side-slip at all. A steady run of 30 miles without incident brought us back to Durban. The running time from Eshowe to Durban (93 miles) was 4 hours 35 mins."

MOTORIST'S APPEAL
AT SESSIONS.

COURT DIVIDED.

Mr. Harry Vincent Adams, of Selborne-road, Southgate, appealed at the London Sessions against a conviction and sentence of 21 days' imprisonment imposed by Mr. Bertrand Watson at the North London Police Court for being drunk while in charge of a motor-car.

It was alleged that Adams stopped his car in Seven Sisters-road and was, in the opinion of police officers, "very drunk." Police sergeant Baker said that Adams became very violent and on the way to Holloway Police Station fell to the ground, and two police officers fell on him. One police witness who said that the defendant was "hopelessly drunk," stated in cross-examination by Sir Henry Curtis Bennett that Adams could not stand up.

Counsel.—How would you define hopelessly drunk?

The witness.—Unable to do anything at all.

Mr. Wilberforce (Deputy Chairman).—Unable to rise and drink some more. (Laughter.)

Dr. MacDonald, divisional police surgeon, said he had no doubt that Adams was drunk. When he (the witness) asked whether he had had any drink, the defendant replied: "Nine hundred."

Sir Henry Curtis Bennett.—You believed him?—No. (Laughter.) In further cross-examination the doctor agreed that exhaust fumes might cause untidiness and incoherence.

Mr. Wilberforce.—Was the condition of this man such that you might have mistaken the effect of exhaust fumes?—No.

A motor mechanic gave evidence that owing to a defect in the exhaust the fumes would come into Adams's car.

(Continued on next Column.)

A SUCCESSFUL NEW
MODEL.

The new high speed 30 cwt. model which was introduced by the Albion Motor Company, the well-known Scottish commercial vehicle manufacturers, some few months ago, has made a most successful entry to the market. It will be recalled that a special Overseas model with high ground clearance and 4 ft. 9 in. track is manufactured and the demand for this has given clear evidence that this machine will be one of the most popular British vehicles on the Overseas market. Chassis have already been shipped to buyers in the Argentine, Burma, Ceylon, Gold Coast, Kenya, Malaya, New South Wales, Queensland, South Australia, Uganda and Victoria.

A SIMPLE TEST.

To prove that it is maintaining a set standard of efficiency a car should be able periodically to pass certain tests, not only of performance, but of a more or less purely mechanical nature. A test which is as essential as it is easy is that of cylinder compression. In the old days when starting up by hand was the common order one almost automatically tried the compression of each cylinder in turn first thing in the morning, but nowadays with 12-volt starters the starting handle is seldom touched. Compression, however, writes *The Light Car and Cyclecar*, is one of the surest guides to engine efficiency. Poor compression may be due to several reasons, and if it exists in, say, only one cylinder, the loss of power may be difficult to detect; all the same it is there.

After the magistrates had retired to consider their decision, Mr. Wilberforce announced that the Court was divided in opinion, and the appeal therefore would be reheard next appeal day.

MOTOR TAXATION
AND ROAD
FINANCE.

Mr. Stenson Cooke, secretary to the London Automobile Association, recently wrote the following letter to the *Manchester Guardian*:—

The community is undoubtedly alive to the need for accelerating road development throughout Great Britain to cope with the growth of traffic, the importance of which has been continually urged by the Automobile Association. There is, however, one important question to be borne in mind.

Year by year since 1910 the motor-owner alone has been specially taxed for road costs, and apart from this is now called upon to provide the bulk of the revenue for derating. It cannot be too strongly emphasised that in common justice to those who own motor vehicles any change in the present method of financing road construction and improvement must embrace a substantial reduction of the present iniquitous burden of taxation upon motor vehicles. The construction of a new road is the creation of a national asset; and the present situation demands that the whole question of road finance should be re-explored, not merely from the "one standpoint of the work to be carried out, but also of the equitable distribution of the cost over all classes who derive benefit from these new and improved highways."

A WELCOME REVIVAL.

There are indications of a definite revival of interest in motoring sport. This healthy condition, coupled with the fact that 1929 is to witness more events of first-class importance than almost any other year since the war, makes it appear that something of the enthusiasm prevalent in France is beginning to invade this country. A (Continued on next Column.)

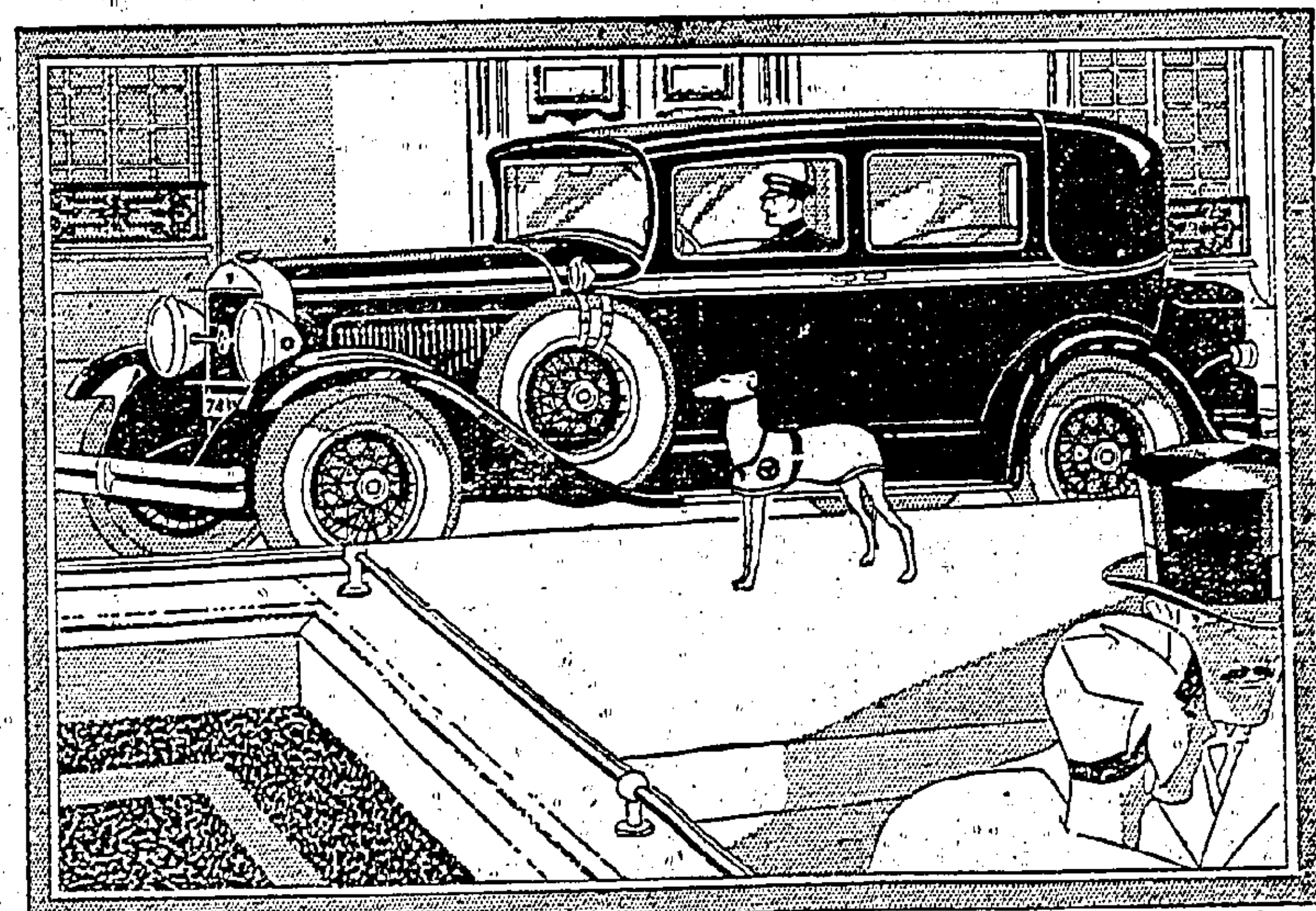
TOURING NORTH
AFRICA.

Only a very few years ago the suggestion of a motor tour through Northern Africa would have raised a smile of derision. Now all is changed and not only can the private motorist travel with safety through Algeria, Tunisia and Tripoli, but long-distance motor coaches are operating with great regularity.

This season an interesting 500-mile motor route has been inaugurated from Tripoli to Gadamès, passing through Jefren, Giado, Nalut and Tgutta. The coaches used for this journey are of Fiat-Spa construction, fitted with fabric-leather bodies built under Weymann licence, and most luxuriously appointed for the comfort and convenience of travellers. The vehicles run only during daylight, and the trip occupies four days. Two days are spent at Gadamès in order to allow visitors an opportunity of visiting this characteristic and interesting desert township. The coaches leave in each direction three times a week and so popular has this route proved itself that the vehicles always carry their full complement of passengers.

Other coach services are operating in Tripoli, thus making it possible to explore the country with ease and luxury, in sharp contrast with a few years ago, when only slow camel convoys were available to travellers.

full sporting calendar and a substantial measure of public interest in motoring events can help very materially towards retaining something of the romance of motoring and motor-cars. It tends, says *The Light Car and Cyclecar*, to surround the vehicle with something of the glamour which used to attach itself to horse flesh, and to put off the day when, as in America, nothing counts in a motor-car save its size and its ability to go from one place to another.

Doing
what no other car ever
DARED

STUDEBAKER'S NEW COMMANDER EIGHT BROUGHAM FOR FIVE—Six wire wheels and trunk, hydraulic shock absorbers and ball bearing spring shackles, standard equipment.

DURING to submit its fully equipped stock models to endurance test runs supervised by the American Automobile Association, Studebaker's famous Commander Six—predecessor of this new Eight—traveled 23,000 miles in less than 23,000 minutes!

Not content with doing what no other car maker ever attempted, Studebaker bettered the champion Commander in the only way possible—by making it a great eight! And Studebaker dared to build this new quality eight to sell for less than ordinary sixes.

Still not content, Studebaker created this new Commander Brougham—a distinctive sport sedan—beautiful and in an entirely new mode. This new Brougham offers longer, lower body lines on a new double-drop chassis frame; non-shatterable safety windscreen, adjustable front seat, movable center arm-rest in rear seat, touring trunk with three cases, two extra wire wheels, side mounted; ball bearing spring shackles and hydraulic shock-absorbers.

This new Commander Eight Brougham looks and acts like a champion car. Come and see for yourself.

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President Eight (33,000 miles in 24,574 minutes); The Commander Eight; The Director (5000 miles in 4761 minutes); The Ertline (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.]

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USUALLY \$13.50 & \$14.50 **\$9.50**

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KEEP ONE SPARE.

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A very light but serviceable Helmet. Composition Body.
Fine White Drill Covering.

STANDARD
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GENTS' OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.

BURNED WIFE MYSTERY.

JURY'S OPEN VERDICT AT THE INQUEST.

PETROL TIN EXHIBIT.

An open verdict was returned at the inquest of Mrs. May Caroline Elizabeth Moss, a chemist's wife, whose charred body was found in a basement storeroom after a fire at her husband's shop in Newmarket-road, Cambridge.

Mr. George A. Wootton, the Cambridge coroner, who made searching personal investigations in the house of death, ended his summing-up with the words:

"There is no direct evidence to show how she died, or what she died from. You have no direct evidence whether it was accidental burning, but if you are satisfied from circumstantial evidence that it was accidental, then you will bring in a verdict accordingly. On the whole, it would be wiser, perhaps, to return an open verdict."

Chemist's Bottle.

A mass of evidence had been laid before the eight jurymen, and one witness after another had been closely questioned to test the theory that Mrs. Moss' clothes caught fire as she was lighting the gas stove in the kitchen adjoining the storeroom. Many more questions were put to prove the mystery of the discovery of a can of petrol among the debris in the burned storeroom, although it ought to have been found in another part of the house.

Another exhibit was the large chemist's bottle labelled "benzine," which was found on the kitchen dresser with the stopper off.

Mr. Ernest W. Moss, the elderly, grey-moustached widower, explained that he was "astounded" when the petrol can was found in the storeroom. He was not so surprised by the discovery of the bottle. This had contained petrol, and he suggested that his wife might have been using it to clean her clothes.

"This is an unusually difficult case," said Mr. Wootton in his opening statement, and more than once he pointed out that it was a case with a number of mysteries.

Mr. Moss, the widower, was firm in his opinion that his wife had met with an accident when she was lighting the gas-stove to cook the Sunday-joint.

Five Minutes' Walk.

"Perhaps she stumbled over," he suggested. "She has done that before, and singed her hair and burned her eyebrows. To my mind she was burned by the gas and made her way to the foot of the stairs, and then fell into the store-room, which is the worst place in the house where she could have fallen. It is full of highly inflammable chemicals."

"I left the house at ten-past eleven," said Mr. Moss, "and went to Mr. Thompson's five minutes walk away, to take one of my show dogs to be trimmed. It was 12.30 before my dog could be attended to. I waited for some time. It was then ten past one. We always have our dinner at one o'clock, I said, 'I must be going now,' and I hurried back."

Constance With, a young servant employed by Mrs. Moss, said she had her breakfast in the kitchen, and was certain that the bottle of petrol was not then on the dresser.

"I have never known Mrs. Moss to clean her clothes with petrol," said the girl, "nor have I ever heard that Mrs. Moss ever met with an accident when lighting the gas stove. I have been with the family more than three years, and I always found Mr. and Mrs. Moss a happy couple."

The police sergeant who was in charge of the fire brigade gave evidence that when he searched the house immediately after the fire, he could find no evidence to account for the outbreak. He made another search next day, and he then found a burned match in the gas oven.

JUMPED INTO HARBOUR.

WOMAN PASSENGER'S ACT.

Tokyo.—Yokohama police reported that Miss Ozanne, 32, a native of Luxembourg, leaped from the deck of the Empress of Russia into the bay when that vessel reached the Yokohama breakwater, from Vancouver.

She was picked up by a passing launch. Friends said she had been melancholy following receipt of news of the death of her mother shortly before she left Vancouver.

WOMAN PAYS DEATH PENALTY.

STRANGLER FOR MURDER OF HER HUSBAND.

FIFTEEN-MINUTES' ORDEAL.

"You have made a serious mistake in my case. I did not murder my husband. I lived with him ten years in happiness and you must be more careful with the next woman you send to death by strangulation," said Zung Wei Sze, when before Judge Kah and Mr. Hasegawa, Senior Consul's Deputy at the Provincial Court at Shanghai.

"But you confessed holding his head while your lover and a hired assassin stabbed him to death," replied the Judge.

Led Away to Die.

"I would have confessed anything because the police tortured me with electricity," replied the woman who was making her last statement before the sentence was carried out at Lungshun.

"I am a sick woman. I had a child less than 20 days ago, and you should not kill me. I am innocent."

After requesting that a letter should be written to her parents informing them that she had died in childbirth the woman was led from the crowded courtroom and, shortly afterwards, was executed by strangulation.

The Story of the Crime.

A frail, sickly looking woman, it was difficult to believe that the prisoner was the confessed leader in a "triangle" case. Her husband, a ricksha coolie, was found stabbed to death several weeks ago. At the inquest, she said that she had held his head, her lover his feet, and a hired assassin had stabbed him to death with an instrument resembling an ice-pick.

The other two calmly admitted their part in the affair and were executed last week. The execution of the woman was delayed until after the birth of a child, which was born dead in gaol a short time ago.

At the execution ground she received conversion to the Catholic faith and walked calmly to the strangulation post. She was pronounced dead some 15 minutes after the ordeal started.

HORATIUS THE ALSATIAN.

KEPT THE BRIDGE AGAINST THE POSTMAN.

THE THREE BARKS.

An Alsatian dog, whose name should have been Horatius—if it wasn't—had the tale of his misdeeds told to the Highgate Bench, recently.

The owner of a retriever stated that he had his dog on a chain when the Alsatian attacked it, and he could only keep the Alsatian away by hitting him with a suitcase.

Then a woman complained. She said that while she was walking with her two children the dog sprang at them. A policeman saw this out. He described the Alsatian as the most unfriendly dog he had ever met. He added that in running towards the children the animal gave a roaring bark.

The officer apparently was something of an authority on dogs, for he said that they had three barks—the natural bark, the friendly bark, and the ferocious bark. The ferocious bark was the roaring bark.

A postman described another of the Alsatian's escapades. More than once, he said, the dog had held a bridge he wished to cross against him. The animal crouched before him and gave him a defiant look. He tried to sidestep it, but the dog was quicker.

Asked if the dog had ever bitten him he revealed a secret. Postmen, he stated, never allowed a dog to bite them—they had a preventative.

Although the dog's owner, Capt. Cochran, of Nether-street, Finchley, denied that the animal was dangerous, he was ordered to pay a fine of 40s. and costs.

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She was picked up by a passing launch. Friends said she had been melancholy following receipt of news of the death of her mother shortly before she left Vancouver.

MARKETS TO BE BUILT.

The Sanitary Board have recommended that the Government should make provision for the completion of Sanyingpun Market for which \$800,000 was voted for 1929. The Board have also recommended that a substantial sum be voted for a start to be made on a large market at Waterloo Road.

If these two large works are taken in hand, the Board consider that it would be advisable to wait another year before voting money for various improvements in a number of existing markets.

CHINA SUGAR REFINING COMPANY.

EXTRAORDINARY GENERAL MEETING.

NEW LIQUIDATOR APPOINTED.

An extraordinary general meeting of the China Sugar Refining Company, Limited, was held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., yesterday.

There were present Messrs. R. A. Coxon (chairman), A. B. Clark (secretary) and John Fleming (liquidator) with the following shareholders:—Sir Robert Ho Tung, Messrs. A. M. da Silva, A. Piercy, H. H. Lennox, J. Baptista, C. S. Remedios, A. W. Eastman, A. H. Chambers, A. H. Potts, Ho Leung and R. O. Sutherland.

Report by the Liquidators.

The Liquidators' Report pointed out that considerable progress had been made in realising the Assets of the Company, particularly the Stocks, which had been sold at prices generally higher than those ruling in May, 1928. The anti-Japanese Boycott caused a shortage in available Sugar Stocks throughout China and was reflected in due course by a rise in prices.

The Liquidators made every effort to sell the refinery as a complete plant, and kept the machinery intact for some months until extensive enquiry could be made with that object. No offers for the complete plant being received, the disposal of the plant and demolition of the buildings were therefore decided upon. All the machinery had been sold, but some \$37,300 remained to be collected within the next few weeks.

The Company's launch and fleet of lighters were sold at prices considerably higher than their book values, as the latter had been heavily written down in previous years.

Property Looking Up.

Commencement had been made with the disposal of the land and buildings by the sale of the new European flats and the Chinese tenements, both of which realised more than their written down value. Considerable interest was being shown in the property and negotiations were pending which should lead to further realisations. The site is a particularly good one, possessing marine reclamation rights, besides having a long frontage within the shelter of Causeway Bay where cargo can be handled in any weather.

Pending the sale of the property, several of the godowns had been let and several areas of the sites of demolished buildings had been let for open storage purposes, which brought in revenue in reduction of the cost of liquidation and interest.

Repatriation of European Employees.

During the year they had been placed in possession of the lots adjoining Morrison Hill, which were allotted to the Company on the Government's resumption of part of the land adjoining the Refinery Compound, and these would shortly be offered for sale, when negotiations with the owners of adjoining properties were completed.

During the period under review the Company's European employees were repatriated, the cost of the passages being included in the accounts now presented. By arrangement with Messrs. Jardine, Matheson & Co., Ltd., who made themselves responsible for this advance payment, the employees received their provident fund balance in full, on leaving the Colony, instead of ranking as ordinary creditors for the amounts to their credit.

In conclusion, the Liquidators recorded their appreciation of the work done by Mr. Baker, the Chief Engineer, who had left the Colony, and Mr. Middleton, the Manager, who leaves the Colony in the near future.

Mr. Archibald Ritchie, chartered accountant, of the firm of Messrs. Lowe, Bingham & Mathews, was appointed to act as liquidator of the Company in conjunction with Messrs. Jardine, Matheson & Co., Ltd., during the absence from the Colony of Mr. John Fleming, C.A., one of the originally appointed liquidators of the Company.

Adoption of Report and Accounts. A general meeting was held immediately after the termination of the aforementioned extraordinary general meeting, for the purpose of the adoption of the Report and Accounts of the Company.

LAUNCH AS AMBULANCE.

The Sanitary Board have recommended that a good motor launch be provided for conveying infected cases across the harbour and from ships, and for other duties.

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FOR HOME, FACTORY, & POWER HOUSE



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FACTORY
AND
BUNKERS

POWER
HOUSE,
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LOCOS.

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

"NO OTHER WOMAN" AT THE QUEEN'S.

DOLORES DEL RIO IN MODERN DRESS.

[By our Film Critic.]

"No Other Woman" which you can see at the Queen's to-day, stars Dolores del Rio in what is for her a novel rôle. Deserving her picturesque rags and peasant costumes she appears in a bewildering variety of garments as a modern rich society woman. In fact it looks as if Miss del Rio is destined to follow Miss Gloria Swanson as a "clothes horse."

The story seems to be little but an excuse for giving the star an opportunity to display her wardrobe—previously Miss del Rio has been more intent on the display of her very shapely legs and shoulders! As "Carmelita de Granados," we see her on the beach at Biarritz in a most attractive bathing suit, and subsequently in equally attractive morning wrappers, walking suits, afternoon and evening gowns, an exquisite and fragile night gown, and a wedding dress. The last, the wedding dress, is introduced with very little more excuse, than that Miss del Rio looks very lovely when wearing it.

This is the story. Carmelita de Granados has inherited the money of her "sugar king" father and is, when the film opens, on the eve of marriage with "Carlos Moreno" (Don Alvarado) with whom she is deeply in love. Then "Albert" (Ben Bard), a school-friend of Carlos, turns up and desires Carmelita not for herself but for her money. With the aid of an adventuress (Paulette Goddard), who, it appears, shares the memory of certain past days with Carlos, the villain manages not only to separate the lovers but to marry Carmelita himself. Then two years pass and we find Carmelita and her husband at Longchamps, with Carlos making sad eyes from a neighbouring stand. "Albert" has turned out a very bad bargain, he drinks, gambles, and runs up debts which are presented to his wife for payment. Carmelita "registers" very charming despair and regret for her lack of faith in Carlos—Carlos persists her with a bunch of forget-me-nots.

Just at the end the wicked husband is satisfactorily disposed of, and the lovers re-united.

The programme says that the action is "dramatic in the extreme, tense with expectancy, teeming with colour, and marked with an acute sense of impending tragedy." It may be so but I must confess I did not notice it. What I did notice, and enjoy was that Miss del Rio looked very charming, that the acting was quite adequate, and that there was about all the settings that air of quiet dignity which seems the best background for the star's beauty when she appears in "modern dress."

NEW TROOPS FOR SHANGHAI.

GREEN HOWARDS TO TAKE THE PLACE OF WILTSHIRES.

Information has been received to the effect that two infantry battalions will replace the present units in Shanghai.

It may be remembered that according to the Army arrangements issued some time ago apparently only the Worcesters had been allotted to Shanghai, but latest news is to the effect that the 2nd Bn. The Green Howards will come to Shanghai.

It is understood that when the Norfolk leave towards the end of the year they will be replaced by the Worcesters, while in January, when the Wiltshires leave, the Green Howards will arrive in Shanghai. At present they are in Egypt.

DUST BOAT STATIONS.

SANITARY BOARD RECOMMENDATIONS.

At the meeting of the Sanitary Board held yesterday, it was recommended that refuse from Kowloon City and Shaubikwan should go to a new dump at Ngau Tau Kok. This will mean new dust boat stations at the two localities named (thus saving an expensive motor haul in each case); and also the Public Works Department will have to make the usual provision for filling.

For a dust boat station at Centre Street the sum of \$7,600 has been voted for 1929. It will probably be necessary for this to be erected at French Street instead, and the cost will in that case be \$36,000. The Board recommended the voting of this sum, bearing in mind that the \$7,600 already voted would lapse.

HONG KONG'S PLAYING FIELDS.

COMMITTEE FORMED.

His Excellency the Governor has appointed the following Committee to review the provision at present existing for playing fields in Hong Kong and on the mainland to consider what provision is required for the future and to make recommendations to Government in the matter:

The Hon. Colonial Secretary (Chairman), the Director of Public Works, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. J. P. Bragg, the Hon. Dr. S. W. Tso, O.B.E., the Director of Education, Comdr. F. H. D. Byron, R.N., Captain K. V. B. Benfield, D.S.O., M.C., Mr. H. R. B. Hancock, Mr. E. Cook, M.B.E., Mr. M. K. Lo, and Mr. A. el Arculi.

The Secretary is Mr. T. Megarry.

SANITARY OFFICE AND QUARTERS.

At yesterday's meeting of the Sanitary Board, the following recommendations were adopted:

"A District Office with quarters for one Inspector and 80 coolies at Kowloon City is needed."

"The erection of a District Office at Shamshuipo for two Inspectors and 60 coolies."

"A start to be made of the general reconstruction of the Kowloon Disinfecting Station and neighbouring buildings."

"Quarters for two Inspectors at Kennedy Town."

ARRESTS IN TOKYO.

ECHO OF MARCH INCIDENT.

Tokyo.—The police ban on publication of details of the alleged Communist affair of March 15 continues, but it is reported that about 100 alleged radicals were arrested and now are under preliminary judicial examination. Publication of details of the case is prohibited in Japan pending completion of the judicial enquiry. It is understood the police raided radical centres throughout the Empire after receiving reports that the Communists planned an agitation on March 15 to commemorate the anti-Communist raids of the same date last year.

A verdict of "Suicide while of unsound mind" was returned at an inquest at Brixton on the body of Mrs. Alice Mary Hill, 59, a widow of Brixton, who was found dead from coal gas poisoning. Dr. Gerald Sick, who made the post mortem examination, said that he found that Mrs. Hill suffered from a rare condition of the liver known as Hanot's disease, which she must have had for several months. He had only seen two cases of the kind in his life, and in each case the patient was depressed.

CANTON AGAIN IN DANGER.

KWANGSI RUSE PROVES SUCCESSFUL.

NAVAL ENCOUNTER AT SAMSHUI.

MORE DEFECTIONS FEARED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, May 15.

The situation in Canton suddenly took a sharp turn for the worse yesterday when the Kwangsi troops again resumed their onslaught against the city from the North and West Rivers.

Apparently the previous mass retreat of the Kwangsi troops on the West River was nothing but a ruse to entrap their enemies. When large numbers of the Kwangtung troops left the West River for the East River, leaving only a handful of soldiers under Colonel Huang Hon Ping to protect the strategic points, the Kwangsi forces suddenly attacked and recaptured Shuihung, and the Cantonese forces under Colonel Huang Hon Ping were forced to fall back to Samshui and Ho How.

A NAVAL BATTLE.

The news of the fall of Shuihung was received in Canton with great alarm. General Chen Tsai Tong at once ordered Admiral Chen Chak to Samshui to stem the advance of the Kwangsi troops. Upon arrival in Samshui the Canton fleet sighted four enemy gunboats and a battle ensued in which Admiral Chen Chak sank one Kwangsi gunboat. Several hundred soldiers were on board the gunboat, and were all drowned.

After the naval defeat the main body of Kwangsi forces retreated to Kwong Lee City, some distance west of Samshui, where they are reported to be preparing for another attack. The Kwangsi troops here are under the command of General Wong Kook Chu, and are said to be over 10,000 strong. At the time of writing, fierce fighting is reported to be going on in the outskirts of Samshui. It is learned that since yesterday one can only go as far as the Canton-Samshui Railway at Fatshan. The Kwangsi soldiers assume Marshal Li Tsai Hsin has been executed, and will hold a mourning ceremony for him if and when the capture of Canton is effected, it is said.

Brisk fighting is also reported to be going on in the vicinity of Yuen Tann, a strategic point on the North River. The Kwangsi soldiers on the North River are also reported to be making some advance after a lull of a few days. It is the intention of the Kwangtung authorities to hold firm their line of defence on the North River. No attempt, at least for the time being, will be made to launch an offensive either on the North or West River.

MORE TREACHERY?

An alarming rumour is in circulation today to the effect that Colonel Yu Han Mow, a hitherto faithful and staunch subordinate and supporter of General Chen Tsai Tong, has been arrested and detained in Canton. If this report is true, the Canton cause is doomed. It will be recalled that Colonel Yu Han Mow had charge of the protection of the entire North River districts, and it was he who was sent against the invading Kwangsi troops in this part of Kwangtung.

Heavy fighting is now going on along the Canton-Kowloon Railway between Shkelung and Cheung Mok Tau between Li Mo Tze's troops and Canton forces. It is the intention of General Chen Tsai Tong to launch an offensive on the East River and recapture at his command has been slackened on this drive. This is to provide an avenue of escape in the event that Canton should fall. This was exactly what was done by Chang Fat Fui's notorious "Ironside" when they were driven out of Canton by Marshal Li Tsai Hsin in the latter part of 1927.

LI MO TZE BEATEN.

Latest reports to hand however, state that Colonel Li Mo Tze's forces have evacuated Shkelung and are retreating towards Cheung Mok Tau to Waichow. Divisional Commander Chiang Kwang Kai entered Shkelung yesterday with a large number of troops after a hot battle. A great many bombs were dropped by planes, which was mainly responsible for the defeat of the Rebels.

The steel bridge at Shek Tan, which was blown up to prevent Li Mo Tze's troops from marching onto Canton, is now being repaired by a group of engineers sent out from the Tai Sha Tau station. The repairing work is expected to be completed by Thursday, when traffic along the permanent way will be resumed.

(Continued on next Column).

THE DOCTOR'S COOK.

MYSTERY OF AGED MAN'S DEATH.

INQUEST PROCEEDINGS OPENED.

A Coroner's inquiry was held yesterday by Major C. Willson at Central Magistracy into the death of a Chinese cook employed by Dr. O'Brien. The Coroner said the facts were peculiar, not to say mysterious. Deceased was 73 years of age and he was found lying dead in the cookhouse of No. 12, Quarry Point on March 3 this year. The police found on his person a part of a watch chain and on the ground beside the body was a match box with blood stains on it.

Another curious point was that a promissory note was found near where deceased was lying. The medical evidence would show that the deceased met his death by throttling and by asphyxia. Finger marks were found on the neck of the deceased and other marks on his arms.

Exhaustive inquiries have been made by the police and they have been unable to find any motive of murder, if murder it was. The Coroner said, "Beyond that, I can't direct your attention to anything else, but it is a mysterious case and it is to be hoped that in the course of the evidence something will transpire to throw light on it and lead you to come to a conclusion as to whether it is a case of murder, by some person unknown, or whether it was a case of death by natural causes."

Evidence of the finding of the body was given by a young Chinese assistant cook, after which Dr. A. Cannon, medical officer in charge of Victoria Mortuary gave evidence of the result of a post mortem examination. He said deceased showed signs of marked acute bronchitis and mild cardiac degeneration.

The doctor described details of the finger marks on the throat and left wrist and added that there was a fracture of the hyoid cartilage, which had never been known to fracture except by force applied by another person.

The inquest was adjourned.

COLONY'S WATER SUPPLY.

QUESTIONS OF QUALITY RAISED.

At yesterday's meeting of the Sanitary Board, Dr. V. W. M. Koch observed that the reports from one or two districts upon the water supply showed that the water was not of a high standard and he thought some notice should be taken of the matter. He wanted to know what steps were being taken.

The Chairman (Mr. W. J. Carrie) replied that he understood from the Bacteriologist that in every case where the sample was not up to standard he would inform the Water Authority who would take such measures as arranged between himself, the Bacteriologist, the Medical Officer of Health and the engineers.

Dr. Koch replied that the Water Authority's explanation would be interesting, especially at the present time when the water supply was so low.

"HONG KONG TIMES" BAN.

The Canton Police to-day issued an order to the effect that anyone caught selling or reading the *Hong Kong Times*, a Chinese newspaper published in the British Colony, will be executed. The *Hong Kong Times* has long been attacking the Canton regime, and prohibited from entering into Canton. But in spite of the prohibition the paper has been surreptitiously smuggled into the city where it has enjoyed a good circulation.

KWANGSI DEFEAT.

RETIREMENT NEAR KWELIN.

[THROUGH BRITISH'S AGENTS.]

Shanghai, May 14.

Changsha advices are that under the pursuit of the Hunan forces, Kwangsi troops have retreated towards Tachunking, near Kwelin.

Yunnan Takes a Hand.

A message from Yunnanfu, via Nanjing, is that Lung Yun, with 20,000 men, is advancing upon Kwangsi to participate in the anti-Kwangsi expedition.

(Continued on next Column).

MR. BLACK & BANK OFFICIALS.

STATEMENTS AT INTERVIEW RECALLED.

TREASURY CASE EVIDENCE CLOSED.

Four officials of the Hong Kong and Shanghai were called by the defence yesterday at the fifteenth day's hearing of the case in which the Government is suing the Bank for the receding of \$250,000 involved in the Carvalho Yeo frauds in January, 1927. The Chief Justice (Sir Henry Gollan), received counsel for both sides in chambers to discuss questions involved in the case to be put before the special jury.

Mr. H. G. Hegarty, acting Chief Accountant, said he had been in the service of the Bank for 23 years. He said cheque books arrived in sealed packets from the printers and they were delivered in that form to the customer, the first and last numbers appearing on the cover being entered in a register, and acknowledgment of receipt obtained.

Precautions for Mutual Protection.

Cheques for over \$5,000 were cancelled by the full signature, instead of initials only as for lesser amounts. The full cancellation signature appeared in the three disputed cheques.

Cheques were printed on special paper and with special decoration. There were cautions printed on the covers that cheque books must be kept in a place of security and under lock and key.

Dealing with the interview at the Bank on January 18 last year, at which Messrs. Black, Dalling, Maughan, Procter and Green were present, witness recalled that the first thing he said was that the writing on the body of the cheques was familiar to all. Mr. Dalling, addressing Mr. Black, said "Surely that is your signature?" Mr. Maughan made a similar observation. Mr. Black acknowledged it was his signature by words something like "It certainly seems to be mine."

Mr. Black's evidence that he did not acknowledge the signature being read over, witness denied hearing this said at any time. Mr. Dalling broke up the party by declaring it was a mare's nest of Mr. Messer's and they had "better get back to the Treasury."

Loss of Cheques Not Notified.

It was eight days later, on January 26, when witness heard for the first time a denial that the cheques were signed by Mr. Black and Mr. Messer. Had the Treasury notified the Bank that 30 cheques were missing from the book, the danger signal would have appeared in the account and any cheques of those numbers would not have been passed.

Cross-examined by Mr. Potter, witness said the Treasury printed their own serial numbers on the cheques, but the bank was not concerned with these and went on their own serial numbers.

In answer to the jury, witness stated that the Bank had not received any advice from the Treasury about serial numbers.

Mr. Black's Alleged Admittance.

Mr. B. A. Green said that at no time during the interview did he hear Mr. Black say that the signature on the cheques was not his own. All Mr. Black said was that his signature "seemed to be all right," but Mr. Messer's signature might be forged.

Mr. F. H. Swayne, another assistant at the Bank, gave evidence of Mr. Black's visit, and request for production of the three cheques for inspection. Witness did not hear Mr. Black say anything about the handwriting, but he only said that there were no counterfoils for those cheques in the counterfoils book.

Mr. N. H. Procter, the last witness, said that to the best of his recollection, Mr. Black said nothing at the interview about his own signature or the writing in the body of the cheques. Witness later visited the Treasury and saw Mr. Messer, who did not say his signatures were forgeries. When he left, witness had no doubt in his own mind that the cheques were genuine.

(Continued on next Column).

CORRESPONDENCE.

BACON, AND BOARDING-HOUSES.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—While I was much amused at the article on your front page entitled "Bacon, Boarding-Houses, Bowlers, and Buses," by Mr. Herbert Field, I heartily endorse his complaint. He confesses to being a new-comer to the Colony. I have lived here for over 25 years and have "sampled" the fare of the majority of the local hotels and have stayed at many boarding-houses in the Colony.

I have never known decent bacon to appear on the breakfast menu unless I agitated for it, while gammon rashers were regarded as "extras."

I wish Mr. Field had gone a little further, however, and made mention of the cracked water-jugs, rickety furniture and other matters in which the boarding-houses of Hong Kong and Bloomsbury are akin.—Yours, etc.,

FED-UP.

Kowloon, May 14.

ANOTHER LETTER

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—As an old Londoner, I was very much interested in Mr. Field's article, "Bacon and Buses," which appeared on the front page of your issue on Monday. His reference to the smashing of the clock at the Oval recalls many poignant memories.

As a small boy, I often went with my father to see Dr. Grace "doing his stuff," and for many years the old clock in the pavilion was minus a glass. I believe the Committee of Management decided to let the broken face stand as a memorial to the veteran batsman's skill.

By the way, I think Mr. Field can hardly be correct in saying that the Doctor smashed the glass three times. It was smashed on one occasion by Hardy, a practically unknown South African batsman. The Doctor was certainly responsible for the first and the last breakages, however.

Could Mr. Field tell us, as a matter of interest, whether the broken glass and cracked dial of the clock were ever replaced?—Yours, etc.,

"KENNINGTON."

Hong Kong, May 14.

[Mr. Field replies that the clock itself was replaced in 1916 and thanks "Kennington" for his kind correction which he accepts without comment.—Ed.]

AND STILL ANOTHER.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I am not a Londoner, but I certainly enjoyed your front page article on Monday. Mr. Field mentions the early morning races between the blue and green horse-drawn buses.

I can well remember similar thrills enjoyed by students at Edinburgh University in my young days. We would race along Leith Walk in three similar "chariots" and gallop past Waterley Steps in Prince's Street, in grand style.

I agree with Mr. Field that the ring of horses' shoes on cobblestones was far more musical and romantic than the prosaic motor-bus.—Yours, etc.,

J.L.C.P.

Fanling, May 14.

Misuse of Confidential Document.

Witness, questioned by Mr. Potter regarding the handing over of Mr. Black's specimen signature without permission from the Government, said he gave it to Dr. Shellshar, who had been asked by Mr. Jenkin to obtain it. Witness admitted blame for handing it over without permission from Mr. Grayburn, but thought that his superior had seen the specimen being handed over.

Answering further questions, he said there was no specimen card showing Mr. Messer's signature. After a lot of search witness found a specimen signature furnished by Mr. Messer in "1890 something," but there was much difference between that and the present signature. Mr. Messer's signature on cheques at the time of the occurrences was checked by that appearing on letters and other cheques which were kept at hand for reference.

The case will be continued at 10.30 this morning when counsel will make their final addresses to the jury.

KAI TACK AIR TRAGEDY.

PLANE KILLS THREE CHINESE.

INQUIRY OPENED.

An inquiry was held at Kowloon Magistracy yesterday into the deaths of three Chinese who were killed just outside Kai Tack Aerodrome on April 27 by one of a squadron of machines piloted by Lieut. A. O. Watson, R.N., which had returned from escorting H.M.S. Suffolk which was conveying H.R.H. the Duke of Gloucester to Japan.

Mr. T. S. Whyte Smith sat as Coroner, with a jury consisting of Messrs. Yates (foreman), G. B. Wittebell and A. M. da Silva. Squadron Leader Keeble sat with the Coroner.

Dr. J. E. Dovey said that he examined the bodies of the three Chinese.

One of the victims was not in a state of good health prior to the accident.

Lieut. Arthur Watson, R.N., said his was the second machine to land of a flight of four.

"I approached from the East side, headed into the wind, and came down over the Eastern boundary as low as was safe," said witness. "The light was beginning to fade but I had no difficulty in seeing the boundaries of the landing stage."

Practically No Wind.

In reply to the Coroner, witness said there was practically no wind at the time. About two seconds after he touched when landing he realised that he would not pull up until he reached the boundary fence. He opened the throttle in an endeavour to climb clear of the fence, but was unable to clear. He could not say definitely what exactly followed but he travelled across the road and hit a masted on the far side of the road.

Coroner: Would you like to give any opinion as to whether the people were standing too close to the boundary fence?

Squadron Leader Keeble intervened at this point and informed the Court a pilot could only see at an angle on account of the engine in front of him.

Could Not Turn.

The foreman of the jury asked would the machine have been severely damaged had it hit the fence.

Witness replied that it was held together by a fairly thick wire which apparently did not break and caused the fence to be pulled down for a considerable distance. At a certain low speed an aeroplane would not rise. At the time, witness was just above the speed.

In reply to a query by Mr. Yates as to whether the machine could be steered clear of the fence, Squadron Leader Keeble informed the Court that the span of the wing of the machine would not permit the plane to be turned at such a low height from the ground. The plane must bank to be turned and the wing would have hit the ground.

Witness went on to say that his orders were to land reasonably soon after the Flight Commander in the first plane. Had the wind turned he would have landed in some other direction. The wind was varying at the time.

Coroner: Have you any criticism of the landing stage?—It is big enough but not large enough to allow for avoiding a mishap.

Coroner: Do you say that the accident was caused through not landing sooner?—It is very hard to say. Apparently I did not allow myself quite enough room to take off in again. If I had had a breeze of even 5 or 10 miles per hour against me I would have been able to pull up before the fence.

Coroner: Were you anticipating any wind?—No.

Witness remarked that it was difficult to get into the Aerodrome when there was no wind.

Others Land Safely.

Flight Lieutenant Pearce, said he was the Flight Commander of No. 440 Flight to which the crashed machine belonged.

Eight other machines landed successfully after Lieut. Watson.

A.B. A. G. Gibbs, H.M.S. Hermes, said he was a passenger in Lieut. Watson's machine. The starboard wing hit the tea house. He felt a thud and knew no more, until he came to his senses in the bottom of the cockpit. He immediately got up and jumped clear of the machine in case it caught fire. The others jumped at the same time.

Questioned, witness said he did not realise that there was any danger when the machine landed.

Coroner: When Lieut. Watson opened out his throttle did you think you could have cleared the fence?—Yes.

Witness also said he was standing up in the machine and he thought he saw a number of people running, apparently afraid of being hit by the propeller. The pilot was sitting down and so could not see anyone.

The enquiry was then adjourned until this afternoon.

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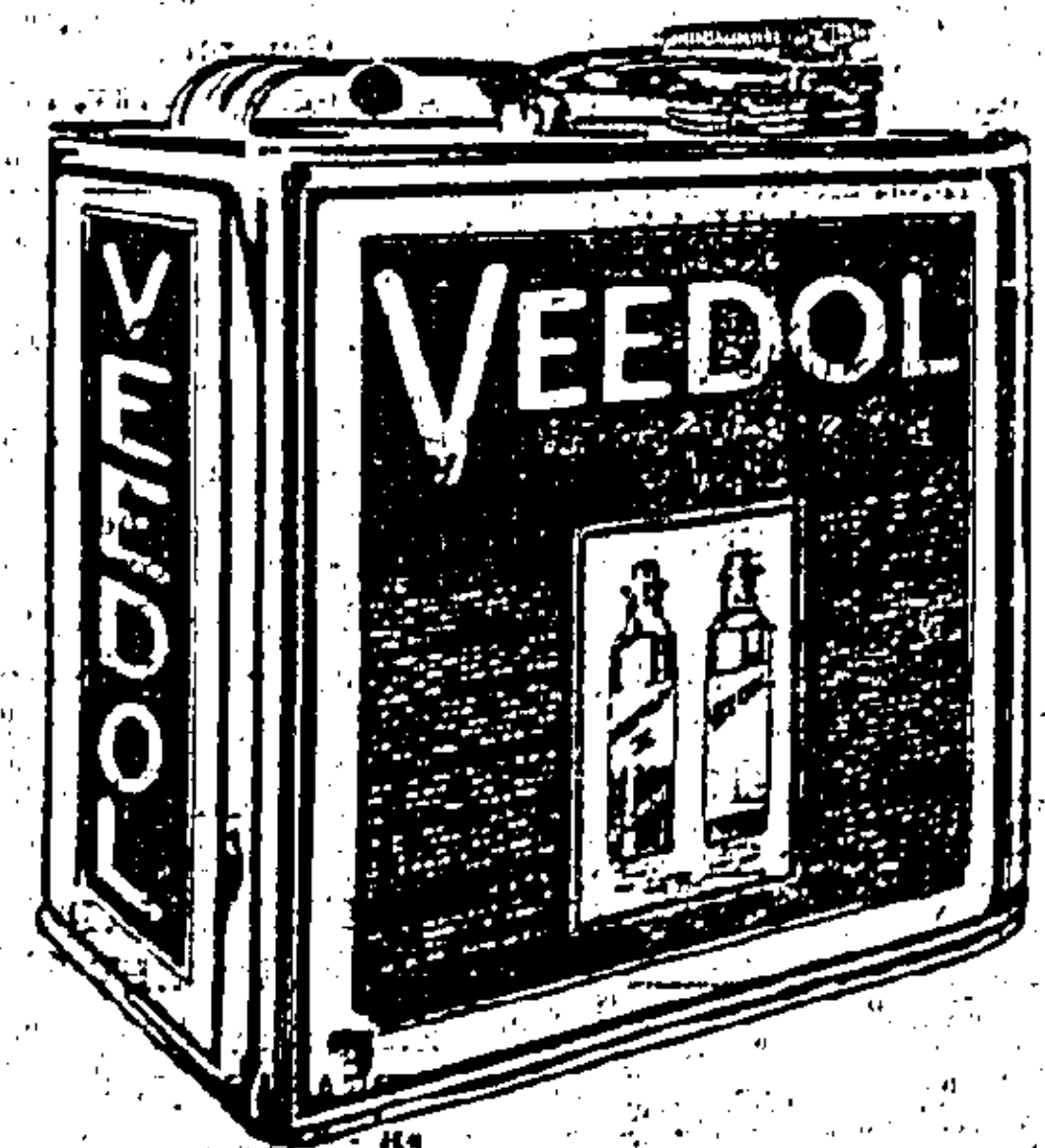
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[A.P.S.]

NEW ADVERTISEMENTS.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commission of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock A.M. on the 15th MAY, 1929.

The Tenders to state the Total Amount (in Pounds Sterling), No Telegraphic Transfer will be made for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and enclosed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application. "Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act of George III, Cap. 45 and 46, the acceptance of any such Tender is subject to the express condition that a Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

A. S. HERBERT, Major, R.A.F.C., Treasury Chest Officer, His Majesty's Treasury Office, Hong Kong. [7788]

NOTICE.

PAKSHA WU SAND MONOPOLY.

PITTENDRIGH & CO. having been granted the Exclusive Selling Rights for above, Enquiries for this SAND should be addressed to them at WHITEWAY'S BUILDING, DEPT. ROAD CENTRAL, PHONE No. 370. [7788]

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held in the JOCKEY CLUB ROOM, HONG KONG CLUB ANNEX, on FRIDAY, 17th MAY, 1929, at 5.10 P.M.

By Order, C. B. BROWN, Secretary, Hong Kong, 30th Apr., 1929. [7718]

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 18th MAY, and on SUNDAY, 19th MAY, 1929, commencing at 3 P.M.

The First Race will be Run at 2.30 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS, at \$5.00 Each 25c Day Up to FRIDAY, 17th MAY, 1929.

The Charge for Admission for Ladies to the Members' Enclosure will be \$4.00 Per Day.

Each Member can obtain, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. Bookmakers, the Tea Men, etc., will not be permitted to operate within the Enclosure of the Hong Kong Jockey Club during Race Meetings.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT. [7780]

THE CHINESE ENGINEERING & MINING CO., LIMITED.

PAYMENT OF INTERIM DIVIDEND ON SHARES FOR THE YEAR ENDED 30th JUNE, 1929.

THE Board having declared An INTERIM DIVIDEND OF Two Shillings Per Share, Free of Income Tax, for the Year ending 30th JUNE, 1929, Holders of Revenue Shares and Holders of Dividend Warrants received from London on account of Registered Shares, will be paid their Dividends on presenting Coupon No. 34 of the Revenue Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONG KONG & SHANGHAI BANKING CORPORATION, THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, THE BANQUE BELGE POUR L'ETRA-GER.

Payment will be made in either Dollars or Taels, as the Holder may wish, at the Buying Rate of Exchange of the Day.

THE KAILAN MINING ADMINISTRATION, P. C. YOUNG, General Manager. [7779]

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[50]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary, 22nd MAY, 1929, at NOON for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended the 31st DECEMBER, 1928.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED From the 1st to the 23rd MAY, 1929, Both Days inclusive.

JARDINE, MATHESON & CO. LTD. General Agents, Hong Kong, 2nd May, 1929. [7724]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 7 p.m., stated:—

A weak anticyclone is central to the north-east of Japan with an extension south-westwards to the Eastern Sea. Pressure is relatively low from Indo-China across the Philippines to the Pacific with a depression remaining over Tongking.

Local Forecast:—S.E. winds, moderate, cloudy, occasional rain.

Editorial and Business Offices: 11, Ice House Street, Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 4511.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, May 15, 1929.

EYEBROWS - HIGH-BROWS

MENTION was made in this paper recently of an offer made to a celebrated English comedian to give his services to a "talkie" film producer in return for the trifling sum of £175,000. The gentleman in question is the possessor of a pair of very expressive and expansive eyebrows. He sings—or rather talks—songs so very skilfully written that the meaning of the words can be frequently interpreted in more ways than one—and this is where the famous eyebrows come in. By clever manipulation of these whimsical features of a humorous face, the comedian in question during the past forty years has amused millions of people, and been very well paid for it. Now comes an offer from an American film producer of a substantial sum if the owner of these famous eyebrows will consent to appear in a series of "talking pictures." Mr. Rossy quite naturally is attracted by the idea, and when he has concluded his present tour in South Africa proposes to go over to the United States and pick up a cheque which should be sufficient to keep him in comfort for the rest of his days.

Mr. Rossy has worked hard—clever clowning is very much more difficult than it appears to be—and none will begrudge the good and great fortune which is coming to him who is known to millions of his countrymen, as the Prime Minister of Mirth.

And now comes a tragic contrast. A public appeal is made in England for contributions to a fund being raised for the benefit of one who for the past forty years has been also serving his fellow men. Unlike Mr. George Rossy, however, this man is richer only in experience after following his profession for nearly half a century. Hence the appeal for a million shilling national testimonial to Sir RONALD ROSS, "whose health has been seriously impaired by his strenuous research work in the tropics, and who has been obliged for some years to draw on his own capital for family necessities." The appeal which is being made by Sir JAMES BARR should not go unheeded here in Hong Kong, for Sir RONALD ROSS has given the best years of his life to study of a subject which is of very vital interest to residents in this Colony—that cause and cure of malaria. There was recently published in London a little book which gives a summary of the valuable work done by Sir RONALD ROSS in his long researches in malaria. This work was started when he was a very young member of the Indian Medical Service; it reached a triumphant climax in 1928 with the establishment in London of the Ross Institute and Hospital for Tropical Diseases. The story of the intervening years makes most interesting reading.

"STUDIES ON MALARIA." By Sir Ronald Ross, K.C.B., K.C.M.G., F.R.S., F.R.C.S., etc. John Murray, London. Price 5s.

During the early days of his medical service in India Dr. Ross became gradually convinced that the most profitable manner in which a man can occupy himself for others was to investigate the great infectious diseases which destroy or maim so many millions of people. He expressly selected malaria as a subject for study because it was not then well understood, though it caused an enormous amount of sickness in almost all warm countries. At that time it was generally believed that malarial fever was produced by poisonous exhalations from swamps and marshes, but young Ross doubted this hypothesis, and decided to follow up other clues which had been discovered by LAVERAN, in Algeria, KING in America, and MANSION in England. The young Army doctor in India found it very difficult to get instruction, advice, or even books to assist him in his investigations. Practically nothing was known about Indian mosquitoes, and he was laughed at by his colleagues for his efforts to secure information. Ross kept closely in touch with Manson in England, who wrote regularly, encouraging the young man to persevere with his researches. Malaria was then responsible for about one-third of the cases admitted into hospitals in India, but though there were about a thousand British Government doctors in the country, scarcely one had endeavoured to investigate the cause of the disease. After two years work—entirely at his own expense of time and money—young Ross solved the problem by establishing the fact that malaria parasites lived in the stomach tissues of spotted-winged mosquitoes. The extremely delicacy of these researches may be imagined from the fact that the parasites are scarcely as large in comparison with a mosquito as half a crown is in comparison with a hippopotamus!

It was Sir PATRICK MANSION, the "father of tropical medicine," who first established the fact that insects transmit disease. It was his kindly advice and encouragement that helped the young Ross to discover how malaria infection was conveyed through the salivary glands of certain mosquitoes. Yet few people troubled to visit his laboratory in Calcutta—not even his own chief—and the general reaction to his discovery was a storm of abuse which suggested he had injured humanity instead of having conferred a benefit upon it. Readers who wish to follow these amazing outbursts of hostility and mendacity will find them in the volume under notice. Ross bravely carried on with his work in spite of all this, and proceeded with the next phase—how to apply the new knowledge of malaria for the saving of human life and health. This stage is still being worked at all over the world, and requires much knowledge, both general and local, of mosquitoes and their habits, and malarial diseases. The whole kernel of the Ross theory for the prevention of malaria is—kill mosquitoes and destroy their breeding places, but it is heartbreaking to read his account of the amazing difficulties experienced in getting this simple theory put into practice. An account of a deputation to the Colonial Office to see Mr. JOSEPH CHAMBERLAIN is rare reading—as is the story of an outburst of "sanitary Bolshevism" when Ross decided to go to Freetown, hire labourers, buy pickaxes and shovels, and show the Governor of Sierra Leone how to reduce the number of mosquitoes or perish in the attempt! Sir RONALD ROSS has taken some hard knocks himself in the course of his career, but he is well able to take his own part in controversy, giving just as good as he gets.

And now, after a lifetime devoted to study, experiment, and research into the cause and cure of one of the most serious diseases affecting humanity, the British nation is appealed to for a million shillings, so that the man who has done so much for humanity may spend his declining days (Sir RONALD is 72) free from financial anxiety. It is an appeal which should have a generous and world-wide response. It is shameful that the British Government itself has not seen to that a man whose good work is known in every part of the Empire has been fittingly rewarded by a grateful nation—if, indeed, any sense of gratitude really exists. Men of the type of Sir RONALD ROSS do not expect to amass fortunes when they start work in a new field of scientific research. They are satisfied with the success which crowns their efforts to bring new knowledge to the service of humanity. The least their fellows can do is to see that such unselfish service does not actually bring upon the scientist a financial loss in return for material advantages of inestimable value in terms of money and of human life.

News and Views.

Sub-Lieut. J. G. P. Long has been appointed to H.M.S. Titania.

Mr. E. W. Hamilton was, on account of indisposition, unable to preside at Central Magistracy yesterday morning.

The Mayor of Greater Shanghai has ordered the re-organization of the Shen Shen An Temple, in the City, because the monks there are said to be corrupt.

A Chinese banished who was deported in May 1923 for a period of 10 years, but who returned to the Colony, was sentenced to 12 strokes of the birch and eight months' hard labour.

According to a Harbin telegram to the Chinese press, a number of Chinese and Korean Communists, with the assistance of certain Russian and Japanese, have formed a Sino-Korean-Japanese Communist Union in that city.

At yesterday's meeting of the Sanitary Board it was recommended that the Board should press the Government to erect, during 1930, an up-to-date and efficient crematorium, for disensed animals, at Kennedy Town, to replace the existing structure.

An accident occurred near Ashley Road, Kowloon, yesterday morning when a Chinese painter who was engaged in whitening up a sign-board, fell from the first story of a building. He received serious injuries to his back and was removed to Kowloon Hospital.

The vernacular press reports that the claims of the French Government against the owners of the Japanese str. Tongshan Maru, which collided with a French destroyer near Tientsin recently, have now been settled; the Japanese company undertaking to pay all damages.

A reward of \$230 has now been offered for information leading to the arrest of J. A. M. de Sousa, who has been on the "wanted" list for some time. The man is alleged to have made a fraudulent statement in a postal document while employed as a clerk in the Hong Kong Post Office.

Mr. Harry O. Odell, sharebroker, is in receipt of advice from his Shanghai agent advising that the Shanghai Cotton Manufacturing Co., Ltd. have made a profit of Tls. 600,000 for the first half of their working year and are paying a dividend of Tls. 2 on the old shares and Tls. 1 on the new shares.

Mr. A. Manshall, 2nd Officer of the s.s. Suisang has reported to the police the loss of articles from his cabin valued at \$70. He states that his cabin was entered between 11.30 p.m. on the 12th instant and 8 a.m. on the 13th and that a good watch, silver cigarette case, alarm clock and some clothing were stolen.

Because he burnt the corpse of his dead mother and assaulted his father when the latter attempted to prevent him from doing this, a Chinese at Shanghai has been arrested by the Chinese authorities and is now awaiting trial. He burnt the corpse in accordance with a superstitious belief that, by doing so, he would cure his son's illness.

Notifiable Diseases reported in the Colony during the week ended May 11 were:—Small-pox, 8, with 6 deaths (all Chinese), Diphtheria, 1, European and 2 Chinese, with 1 death; Enteric Fever, 1 death; Cerebro-Spinal Fever, 1 death (Chinese). Two cases of death from Influenza were also reported. Three further Chinese cases of small-pox were reported yesterday, from Victoria.

The relief of the submarine depot ship Titania by the new depot ship Midway, as mother to the Fourth Flotilla in China, as soon as the latter ship is completed, will most probably lead to the Titania being scrapped. The Titania was launched as a merchant ship on the Clyde in March, 1915, and was immediately afterwards purchased by the Admiralty, being commissioned in the same November.

In the saloon of the s.s. Lung Shee on Monday afternoon the officers of the Hong Kong, Canton and Macao Steamboat Co. presented Mr. H. Smyth, Chief Engineer of the s.s. Sui An, with a silver cigar case, suitably inscribed, on his retirement after 26 years' service with the Company. Those present included Sir Robert Ho Tung and Mr. J. Arnold, the Secretary of the Company. Owing to Mr. Smyth's retirement, Mr. W. Piper has been appointed to succeed him as Chief Engineer of the s.s. Sui An.

The Wanchai "Biot."

Much prominence appears to have been given by other contemporaries to "a small riot" at the Praya East on Monday evening when restaurant premises belonging to Nagasaki Joe were damaged during a fracas between American sailors and some Chinese. Such occurrences are very common in seaports and "copy" of that nature is all ways to be obtained without any great difficulty.

Fewer Mecca Pilgrims.

The number of Indian Moslems who visit Mecca every year for the Haj pilgrimage, and to win the great distinction of being a Hajji, has fallen this year to 10,341, almost half the number that paid a visit to Mecca last year. Soon after the war the Haj pilgrimage became very popular, and over 100,000 Indian Moslems used to visit it every year. But the modernising influence of Turkey has had its effect. Moslem youth, instead of visiting Mecca they are now visiting Turkey, Egypt, and other countries.

The Vernacular.

Bowlers, examining the green just to see how it was faring, fell to talking of the 1929 season. A party from the works had visited the country green in Lancashire. To the only South-countryman in the party came the greenkeeper with the question "Han' yo' woods eno?" An interpreter was successful on this occasion, but later on the expansion tendered only intensified the obscurity. A player, coming up with the last wood, hoping to pick the jack out, missed it by a hair-breadth. "Aw but!" commented one of the works party. "What does he mean?" whispered the Southerner to another. "Welly!" was the reply. (For the benefit of other Southerners perhaps it ought to be added that "welly" is the dialect version of "well-nigh.")

Lecture on China.

Captain von Salzmann, the well-known China correspondent, delivered a lecture on some aspects of China to a German audience at the Bangkok United Club recently. He touched upon China in her various aspects by recounting a trip he recently made through the country. In the course of his journey up the Yangtze to Chungking, the steamer on which Captain von Salzmann was travelling was fired upon and afterwards taken by force and used as a military transport. His trip also took him to Yunnan, where the revolution has wreaked havoc. The place is deserted and is overrun with robber bands, and there is no safety, and no food there. This is in direct opposition to Chengtu, to get to which it is necessary to go by caravan. This is in the interior and is a region almost untouched by the civil war, where the people are wealthy and rich and dwell in comparative safety. His trip was filled with interesting events. Among them Captain von Salzmann mentioned that he had visited one of the sacred mountains of China, that at Omi, on the Tibetan frontier. He also mentioned, in connection with the firing on his steamer, that a British steamer, which followed some time later, was escorted by the gunboat Tern and was not molested. An American gunboat, however, was fired on and replied to the fire. Captain von Salzmann knows the country probably better than most foreigners, and is extremely interesting on the question of the future outlook of the country. He is of opinion that the steady conditions will probably last for some ten years yet.

Learned Reporters.

Sir Henry Maddocks's compliment to shorthand writers in the Courts of Justice, to whose accuracy he traced a definite improvement in the administration of the law, was not one which the old-time reporters were in the habit of receiving. It is true there were a few decades in the seventeenth century when official and recognised reporters were appointed—"Collected and Reported by That Learned Lawyer Sir Thomas Hetley, Kt., Appointed by the King and Judges for One of the Reporters of the Law," runs a little-page of that time, but apart from this, from the earliest times till 1865 Bench and Bar depended for their knowledge of common law cases on self-appointed reporters, whose informed style was sufficiently denoted by their lively head-notes—e.g., "Possession of trousers in Scotland; evidence of larceny in England" (Carlisle), or "Possession in Scotland; evidence of larceny in England" (Gregory Lewin). Quotation from some of these reporters was taboed. Eldon did admit that Mosely's reports had "a considerable degree of accuracy," but Mansfield forbade all reference to Barnardiston, hardly taking the sting out of the interdiction by adding, "It is marvellous, to those who know the sergeant and his manner of taking notes, that he so often stumbles on what is right"; and when counsel asked Mr. Justice Maule how he got over a certain case in Espinasse that delighted judge said that he cared neither for Espinasse nor for any other ass!

Protection from Gas War.

Colonel G. C. E. Simpson, speaking at a meeting of the St. John Ambulance Association and Brigade at Liverpool, said that in the event of another war, which it was hoped would not occur in their lifetime, the ports of the country would be destroyed as first line trenches were destroyed. "There will be no time then to train members in anti-gas duties. We are therefore issuing instructions to them on the necessary precautions to be taken to protect the civil population in case of attacks from the air. We are hoping to get the necessary equipment and to organise details."

Rickshaws with Motors.

An American syndicate in Cairo plans to import from China 5,000 rickshaws of the latest design for use on the streets of the Egyptian city. Negotiations already are under way between the American concern and rickshaw manufacturers. The prospective purchasers must be equipped with motors, in order that the customary horse of contention over the proper fare may be obviated. Health authorities of Cairo are said to favour the innovation on the grounds that it will eliminate many of the horse-drawn vehicles now on the thoroughfares of that city, and thus contribute to the cleanliness of the streets. The promoters of the scheme believe that those tourists who do not travel beyond the Near East will appreciate the thrill of a ricksha ride, and will pay handsomely for the pleasure. If the first consignment of rickshaws proves successful, the syndicate will introduce additional numbers into Cairo, and also into Alexandria. The level roads of Egypt are said to be admirably adapted to the use of the man-power vehicle.

Geniality of British Press.

Addressing the members of the Delphian Coterie on "The Gathering and Distribution of News" at a dinner held recently at the Cannon Street Hotel, Lord Riddell said that though news collection and distribution might appear to be extremely simple, actually it was nothing of the kind. The organization required was one of the largest and most complicated in the world. Journalists were very proud of their profession, and, like other people who handle great, extremely pleased when they succeeded in "bagging" a choice morsel, particularly if they "bagged" it exclusively. In modern conditions, the methods of communicating news were marvellous. When the Peace Treaty was signed at Versailles (Lord Riddell), as the representative of the British Press, telephoned the fact to a news agency in London, the moment the German delegate put his pen to the paper. The evening papers in London thus had the news on the streets within a few minutes of the actual signing. Lord Riddell compared this with the method employed by Reuters when he started his agency at the end of the 18th century. There was then no electric telegraph, and he conceived the idea of communicating his news by means of carrier-pigeons. Whereas the first requisite for news was truth, the second was the way in which it was presented. There were many different ways of presenting the same fact. Those who performed the task of sifting the news had a very serious responsibility; a wrong interpretation might be the cause of discord between one nation and another. The selection of what was reported and the importance given to the news item did a great deal to create what was called "atmosphere." The journalists of the world as a whole were not open to very much criticism in that respect. They tried to give a true account of events as they saw them. So far as the newspapers of Great Britain were concerned it would be very difficult to point to any having a tendency to stir up bad feeling between Britain and any other country. Geniality was the most striking characteristic of the English, and that was reflected in the newspapers. The British Press was a genial and a good-natured Press, one that abstained from violent language. Newspapers, however, differed from any other commercial enterprise. An apparently slight error might cause inconceivable misery.

HERMES AIRCRAFTSMAN KILLED.

MACHINE PLUNGES INTO THE SEA.

Exercise flights carried out by airplanes attached to H.M.S. Hermes at Mire Bay on Monday resulted in the death of Aircraftsman J. A. G. Wallace by drowning. A Fairey airplane, piloted by Lieut. J. E. Fenton, missed the flying deck in attempting to land, and the machine fell into the sea. The pilot and one other occupant, Aircraftsman P. T. Harding, succeeded in scrambling out of the machine, and were rescued. The machine sank almost immediately. Aircraftsman Wallace was missing and an exhaustive search was made. The latest report received was that the body had not been found. It is understood there is little hope of saving the machine owing to the depth of the water, nor is there much likelihood of the body being recovered.

CESSIONS TO CHINA.

TSINAN WITHDRAWAL COMPLETED.

BELGIUM AND TIENTSIN.

[THROUGH REUTER'S AGENCY.]

NANKING, May 14.

The Ministry for Foreign Affairs is in receipt of a Note from the Belgian Minister announcing that Belgium is preparing for the rendition of the Belgian Concession at Tientsin.

SHANGHAI, May 14.

It is reported from Tsinan that with the evacuation of the last batch of Japanese troops from there to Tientsin yesterday, the Japanese military evacuation of Tsinan has been completed.

SUN YAT SEN'S BURIAL.

[THROUGH REUTER'S AGENCY.]

PEKING, May 14.

Mr. Sun Yat Sen arrived from Nanking this morning and proceeded this afternoon to Piyungsu, where the remains of Dr. Sun Yat Sen are interred.

AN ALLIANCE AGAINST FENG YU HSIANG.

According to the *Nam Chong Pao*, the situation in the North is very grave, as Chiang Kai Shek has formed an alliance with Yen Hsi Shan and Chang Hsueh Liang against Feng Yu Hsiang.

Chiang Kai Shek will proceed to Peking, on the 18th where he will confer with his new allies.

THE EXTRALITY DISCUSSION.

BRITAIN STILL FIRM.

[THROUGH REUTER'S AGENCY.]

LONDON, May 13.

It is understood that various Governments are still consulting with regard to their reply to China on the extra-territoriality question.

It is authoritatively stated in London that until an answer is prepared it can only be stated in general terms that certain recommendations were made in 1926 by the Commission dealing with the question and Great Britain's views were then made known.

SOUTHERN CROSS INQUIRY.

INTENSE PUBLIC INTEREST.

[THROUGH REUTER'S AGENCY.]

CANBERRA, May 14.

Intense public interest was shown in the Federal enquiry into the forced landing of the Southern Cross, which opened to-day and was then adjourned to May 16.

The Enquiry Board consists of the Chairman, Brig-General L. C. Wilson, a Queensland solicitor who served in the South African War and the Great War; Captain Geoffrey Hughes, President of the New South Wales Aero Club; and Mr. C. M. McKay, President of the Victorian Aero Club.

ITALIAN ART.

BIG EXHIBITION PROPOSED.

[BRITISH WIRELESS SERVICE.]

Rome, May 13.

A meeting will be held in London on Thursday to discuss details of a great exhibition of Italian art, to be held at Burlington House.

Lady Chamberlain, wife of the Foreign Secretary, who is at the head of the Committee in charge of the arrangements, has already made several journeys abroad in connection with the organisation of the exhibition.

The liveliest interest has been shown by the Italian art authorities, and the Pope and Signor Mussolini have expressed their willingness to assist.

The great Italian galleries, including the National Museum of Naples, have declared their willingness to contribute representative works.

AIR PROGRESS IN BRITAIN.

MORE DEVELOPMENTS PLANNED.

NEW TIME-TABLE.

[BRITISH WIRELESS SERVICE.]

Rugby, May 13.

Important extensions of Trans-Continental Air Services will be announced in the summer time-table within the next few days.

Working in conjunction with two lines of Europe, the British air chiefs are concentrating this year on developing flying operations into one long-distance network.

From Crodon, which is the largest air station and now one of the world's most elaborately equipped termini, air liners will fly this summer to every capital city in Europe.

In preparation of plans for further main lines, much valuable knowledge has been obtained from the first weeks of operation of the longest airway in the world, namely, the 5,000 miles flown weekly by the air lines of the Imperial Airways between London and India.

This service is drawing greatly increased business each week.

On Saturday the air mail from London to India reached a record figure of more than 16,000 thousand letters. The air mail from India, consisting of 20,000 letters, which left Karachi on the previous Sunday, arrived at Crodon Aerodrome on Sunday. Although bad weather conditions were experienced in the last few hundred miles, the mail was only 15 minutes late.

Within the last fortnight the amount of air-borne outgoing mail has been nearly double, as a reward of consistent regularity. With one exception, when it had taken off late in covering the last 1,000 miles, the India air mail has arrived at its destination a few minutes before or after scheduled time.

SHOOTING TRAGEDY IN A FLAT.

ENGINEER FOUND DEAD BY SERVANT.

["D.P." Special Service.]

Mr. F. Harold Johnson, an engineer, was found shot in his flat at Fairholme-road, West Kensington.

His wife and three children went to Somerset for a holiday but Mr. Johnson remained at home. A servant who took him his early morning cup of tea discovered him lying dead on the floor with a revolver at his side. She called the police, and the body was removed to the mortuary.

Mr. Johnson was described by a neighbour as a tall, military-looking man of middle age. During the war he was a captain, and for a time served on the staff at the War Office.

He was employed until a month ago as an engineer.

SUSPICIOUS FIRE.

JOSS STICKS ALIGHT.

["D.P." Special Service.]

Melbourne.—A number of balloons filled with petrol and lighted fuses made of joss sticks, were found by firemen when they burst open a front door on the ground floor of a three-story apartment house in High-street, St. Kilda, early this morning. The house was on fire, but the flames had not reached this room. The joss sticks were burning slowly down to a number of matches also affixed to the balloons, and in another minute or so there would have been an explosion.

The fire was raging in the passageway outside the room, and must have started independently. Furniture in one of the front bedrooms was damaged, but the fire was quickly under control. Most of the rooms were locked, and the firemen were forced to break them open.

CHEAPER LIVING.

PRICES FALL FOUR PER CENT.

["D.P." Special Service.]

Official figures showed that the cost of living (retail prices) on May 2 in England was approximately 62 per cent. above the pre-war standard (July 1914).

This was a fall of 4 per cent. compared with the figure for a month previously, and of 2 per cent. compared with a year ago. The figure for food alone was 50 per cent., compared with 57 and 55 per cent.

THE ELECTION CAMPAIGN.

CLAIMS AND COUNTER CLAIMS.

PREMIER CONFIDENT.

[THROUGH REUTER'S AGENCY.]

LONDON, May 13.

The Labour Party has adopted Mr. Thomas Apyha (who is blind) as Mr. Lloyd George's opponent in Carnarvon boroughs.

Tory Claims.

Mr. Baldwin, in a message to the country, says he starts the election campaign confident of victory. The Conservative Party is absolutely united and backed with five years' solid work for the betterment of industry and the people's welfare.

Mr. Baldwin asks for a simple mandate so as to continue building up the nation's prosperity on the same sound lines. Neither the Liberals nor the Socialists (he says) can offer the country the stable, steady and progressive a Government at present needs.

He has no doubt that the electors will give the Conservatives a decisive mandate to go "full speed ahead."

Government Denounced.

The publication of the Government's "White Paper" is denounced by the Labour and Liberal leaders. Mr. Ramsay MacDonald, in a speech at Seaham, strongly condemned it as "dipping into the public purse" in publishing an "election manifesto in the guise of an official publication."

Mr. Lloyd George, speaking at the National Liberal Club, chided the Government's "unprecedented and unwarranted step in issuing a document with the seal of the Crown as a political pamphlet" characterising it as "a discreditable performance."

POLICE "HAUL" AT SHANGHAI.

KIDNAPPERS ARRESTED.

Mr. Y. C. Yong, caterer to the American Club at Shanghai who was kidnapped at 1.30 a.m., on Friday, was released by the police two days later, from a small boat in Chinese Territory.

Mr. Yong, who had been held for ransom of \$300,000 was returned to his family before midnight. His guardian had evidently heard the police party while they were searching and decamped across country.

The police arrested nine members of the gang within 24 hours of the kidnapping, and subsequently got three more, but were unable to find the boat until a day later.

Chasing the Boat.

The police intensified their search and learned that the boat would come to rest for the night on the Zah Hwe Kong. The posse, in two motor cars, went to the vicinity, after having secured the co-operation of the French police and the Chinese authorities.

They motored for a half-mile along the creek, but could not identify the sampan. Then Det. Sub-Inspector Henry ordered the party to about. On foot the police made an inspection of every sampan and junk. Finally one of them saw a deserted-looking vessel, and members of the party went on board.

Huddled in a corner was the gang's victim, who thought that the kidnappers had returned. However, when the foreigners spoke he replied in English and was helped to the shore.

Mr. Yong was in a very nervous state, when he arrived at Sinza police station, and at first could hardly speak.

DROWNED IN FLOODED RIVER.

Mr. Alexander Andrew Ross, 40, manager of Baglan station (N.S.W.), was drowned while attempting to cross the Williams River. The horse drawing the vehicle in which Mr. Ross was travelling was swept off its feet by the strong current, and the vehicle overturned, throwing Mr. Ross into the stream.

Owing to wounds received in France, when he served as a captain with the forces, Mr. Ross was permanently injured and, in consequence, was unable to swim. He had booked his passage for South Africa, where he intended to live.

CONSCRIPTION FOR AMERICA?

BILL IN THE CONGRESS.

WAR SECRETARY'S APPROVAL.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 14.

A Conscription Bill has been introduced into Congress, with the approval of the Secretary of War, to give the President permanent authority to call all males, aged between 18 and 45 years, to the colours in war time.

The Secretary for War believes that the most critical period is immediately following a declaration of war, when the saving of a few days may spell the difference between a prompt victory and a long war.

LABOUR TROUBLE.

BUILDING INDUSTRY IN AUSTRALIA.

Sydney.—In consequence of disturbance occasioned in the building industry by the prolongation of the strike in the timber industries, the contractors for public works are deciding to stop all construction now going on. Ten thousand workmen are affected by this decision.

In the coal industry the unbending opposition of workers and miners to all proposals made by the Government, gives every prospect of an obstinate struggle, and the shutting down of all work in the Northern collieries for a lengthy period.

INHERITANCE LAW.

GIVING EQUAL CHANCES TO WOMEN.

Nanking.—The determination of a date for the promulgation of the recently adopted Inheritance Law, which gives equal right of inheritance to women, has been a subject of lengthy deliberation by the Legislative Yuan.

The following two measures have been formulated and submitted for the choice of the State Council:

1.—That the law should take effect on the day of its promulgation; or

2.—That, according to the principles of the Party, the law be made retroactive and be declared effective for all cases dating from the Second National Congress of the Kuomintang when it was decided that women should enjoy equal right of inheritance.

U.S. OIL PROSPECTING PERMITS LEGAL.

IMPORTANT RULING BY ATTORNEY GENERAL.

Washington.—The Attorney General of the United States, Mr. W. R. Mitchell, of Minnesota, has ruled that there were no legal barriers against the conclusion of agreements between the Secretary of Interior, Mr. Wilbur, and private oil operators, providing for the extension of permits held by the operators to prospect for oil and gas on public lands.

Existing permits might be extended, the Attorney General ruled, on the condition that the operators deferred drilling operations according to the programme which is to be laid down by the Department of the Interior.

HONEYMOON TRIP TO DIVORCE.

ROUND-THE-WORLD TOUR TO THE COURTS.

Detroit, Mich.—An action for divorce has been filed here on behalf of Mrs. Manning, nee Dodge, against Mr. Benjamin Franklin Manning, charging cruelty.

The plaintiff's petition recites that Mr. Manning beat his wife during their honeymoon trip, which was to be a voyage around the world. Relations between the couple became so strained in Shanghai that Mr. Manning left the ship in that port and took a different vessel to Hong Kong, his continuing on the same ship to Manila.

Mr. Manning later returned to the United States his wife continuing the around-the-world voyage.

OKLAHOMA OIL RULINGS.

AMERICAN INSTITUTE UNPERTURBED.

SPECIAL FACTORS.

[REUTER'S AMERICAN SERVICE.]

New York, May 14.

The State Corporation Commission has ordered the removal of all restrictions in connection with the production of crude oil in Oklahoma, increasing the maximum permitted production of the State from 650,000 barrels daily to 725,000. The daily production of the State is estimated at only 715,000 barrels.

New York Opinion.

Officials of the American Petroleum Institute are not alarmed at the removal of Oklahoma Oil restrictions.

They are of opinion that as Oklahoma produces light sweet oil for which there is great demand, a peculiar situation exists in Oklahoma, and if the production exceeds requirements then the State will return to a *pro rata* system.

Meanwhile California and Texas have indicated their intention to support the Institute's curtailment plan.

AIRWAYS ACROSS THE ARCTIC.

DR. STEFANSSON'S VIEWS.

HOW TO LIVE IF FORCED DOWN.

Visions of the days when a "network" of air services will daily cross the Arctic regions were conjured up by Dr. Vilhjalmur Stefansson in a paper read before the Royal Geographical Society in London. Dr. Stefansson explained that his views were the result of ten winters and thirteen summers spent in the exploration within the Arctic circle.

"The knowledge is rapidly spreading," he said, "that flying conditions are on the whole favourable in the Arctic, particularly in the winter. Sporadic exploration of the Far North by aeroplane and airship is therefore bound to be increased within the next ten or twenty years by a network of airways, criss-crossing the Arctic in every direction."

Proper Equipment. Dr. Stefansson dealt with the importance of equipment and the policy to be adopted for self-help and comfort after a forced landing and while awaiting rescue.

From the point of view of a forced landing in the Arctic, the most important things to realise were that the technique necessary for comfortable Arctic living could be learned by adaptable people in a few months, and that animal life capable of providing sufficient food, fuel, and clothing was found all over the surface of the Arctic Ocean.

They could be secured by a well-trained and well-equipped party. A hundred pounds of equipment per man, said Dr. Stefansson, should be enough to fit out a party for two years of Arctic travel while living by hunting.

He specified the following essentials—Rifles, field-glasses, snow-goggles, aluminium or other light cooking outfit, a complete set of clothes weighing about 10lb., about 6lb. of spare clothing per man, bedding weighing 10lb., a light tent, sewing kit and a few tools.

"Since the experience of Wilkins and the flyers working for the rescue of 'Nobile' added Dr. Stefansson, 'has been that landing-places on the ice suitable for aeroplanes with skids are numerous, we should say that, barring accident, well-trained men, supplied with average equipment of 100lb. each and with at least enough dogs for hunting purposes, should live on the Arctic pack for anything from several months to several years, and eventually win out to some settlement.'"

THIEF'S I.O.U.

AVOIDING ARREST.

An I.O.U. given for the amount of a theft was revealed at the Central Police Court yesterday as a novel means of settlement of an embarrassing situation.

A woman rifled the cash-box of a fellow-tenant, and, upon being discovered, saved herself from arrest by her husband giving an I.O.U. for the amount involved, which was \$25.

As he appeared to have forgotten his obligation under the promissory note, the man from whom the money was stolen came communicated with the police, with the result that his wife was arrested.

Major Wilson decided to bind the woman over in a sum of \$50, the husband being also made a surety to the extent of \$100.

THE IDENTITY OF "AUDAX."

LONDON JOURNALS' DISCOVERY.

A WIMBLEDON MAN.

[BRITISH WIRELESS SERVICE.]

Rugby, May 13.

The *Evening News* this evening discloses the identity of the gentleman who anonymously gave 100,000 guineas to King Edward's Hospital Fund as a thank offering for King George's recovery. His identity has been veiled under the pseudonym of "Audax." A few evenings ago he broadcast an appeal to the public to help the Hospital Fund, still using his pseudonym.

The *Evening Standard* states, however, that within the last few days many people have succeeded in discovering his identity. "Audax" is Mr. George Roberts of Wimbledon, Director of several companies. The journal adds that "no more effective advertisement could have been devised for the hospital fund than the obscurity which 'Audax' so determinedly courted."

WORLD'S LARGER CENSUS.

POPULATION AND THE FOOD SUPPLY.

LIMIT RIDDLE.

A crop of figures that promises to satisfy the greediest statistician is about to be revealed. In May, 1929, the Rockefeller Foundation granted the International Institute of Agriculture \$10,000 (\$2,000) a year for five years in order to make a world census of agriculture, and, after preparation of statistics which have been pursued constantly since then, this registration of animals, land, crops, and farm workers is about to begin, though in most countries, including Britain, it will not take place until 1930.

The object of this record census is to provide some answer to the riddle as to whether, if population increases on the scale of the last hundred years, there will be enough food to go round. The International Union for the Scientific Investigation of Population Problems, constituted last July, has recently set up a commission, which includes Sir Henry Rees as a British member, to investigate this problem, and as to the extent of food resources, about which great diversity of opinion exists at present, the census will give information never obtained before.

Bread and Butter Problem. One view is that population, no longer effectively checked by pestilence, must overtax the world's larder; the other is that the necessary expansion of supplies will be brought about by science and the mechanization of agriculture. But exact knowledge as to present and potential supplies of food, cattle, and textiles, methods of cultivation, surpluses available for export, etc., has hitherto been wanting. So in June, 1928, Mr. Leon M. Estabrook, of the International Institute of Agriculture, set out to interest the nations in this great bread and butter problem.

Since then he has visited every government in the world, including those of Afghanistan and a few Central African territories, and he has just reported that every one of them, including one or two that have never even taken a demographic census before, have agreed to take part in the great count, while those who would in any case be taking such a census are advancing the date of it.

To avoid statistical indigestion, it is intended to publish the results as they come to hand.

DIVORCE COURT SURPRISE.

PETITION OF FORMER COUNTESS.

A petition for divorce by Mme. K. de Landa, formerly the Countess of Drogheda, against her husband, Senor Guillermo de Landa, is among the undefended cases which will come before the Divorce Court shortly.

This will be the second occasion on which Mme. de Landa has been a petitioner in the Divorce Court. She obtained a decree against the Earl of Drogheda in the autumn of 1921. There had been a previous order for the restitution of conjugal rights against Lord Drogheda.

The wedding of the countess to young Senor Guillermo de Landa y Escandon took place a year later by the St. George's Register Office, Westminster. Senor de Landa, who was at Cambridge, had lived in England for a number of years and is a famous polo player.

Madame de Landa, before she became the Countess of Drogheda, in 1909, was Miss Kathleen Pelham Brown. There were two children of the marriage. During the war the then Countess of Drogheda was a conspicuous figure among women war workers.

Telegrams in Brief.

The New York Chief of Police, Mr. Whelan, has appointed Lady Armstrong, wife of the British Consul-General, a member of his new Advisory Committee on crime prevention.

The two Dutch seaplanes (*en route* for Batavia from Holland) have arrived at Trincomalee. The Dutch flying officer, who recently was injured, has undergone an operation aboard the British cruiser *Enterprise*, at present at Trincomalee.

Mr. Charles E. Snyder, the headkeeper of the mammals and reptiles at the New York Zoo, who was one of the best-known authorities on reptiles in the world, has succumbed to the bite of a rattlesnake while snake-hunting.

After a prolonged debate, the *Storting* in Oslo rejected the Labour Party motion demanding the withdrawal from the League of Nations. Fifty-five members voted in favour of the motion.

The Federal Reserve Bank in Minneapolis has increased its discount rate from 4½ to 5 per cent.

The French destroyer *Valmy* (2,800 tons), when undergoing her trials, attained a speed of 39.85 knots. She is claimed to be the fastest warship in the world.

Ben Jonson's *Folpone* was successfully produced at the Manton Theatre, Milan, in an adaptation by Signor Alessandro de Stefani. Like M. Romain's French version of the play, that of Signor Alessandro de Stefani contains many alterations of the original, particularly in Act III, and in the delineation of some of the characters.

The Wesleyan University at Middletown, Connecticut, has acquired the original manuscript of Professor Einstein's "Zur Eintheilichen Feld-Theorie." It consists of eight pages of closely written manuscript with interlineations, and on the seventh page, where the scientific part ends, it is signed by Einstein. The eighth page contains expressions of thanks to the author's collaborators.

A Government measure providing for a referendum during the summer on the question of continuing the present prohibition law in Nova Scotia was submitted in the Legislature. Mr. Rhodes (the Premier) quoted figures showing that the revenues of the seven provinces of Canada where prohibition was not in force from the Government sale of liquor totalled last year \$25,500,000 (\$25,100,000).

By obtaining a court order the rebellious students have forced the Des Moines University to re-open. Classes are proceeding in a most orderly manner.

The death is announced from New York, at the age of 61, of the well-known walker, Mr. Edward Fawcett Weston, who spent a time in England. During 1893-94 he walked 4,000 miles in one hundred days under the auspices of the Church of England.

In the presence of 60 delegates representing 43 nations the opening meeting of the Institute of International Agriculture was held in Rome.

At Lissing, near Vienna, a number of Austrian "Fascists" were attacked by Communists. There was a fight in which revolvers were freely used. A number of casualties are reported, but no fatal injuries.

Beginning on May 14 regular weekly aeroplane flights will take place around Iceland and direct from Reykjavik and the principal towns in the country. Junker machines will be used to carry four passengers and mails.

Work has begun on the building of an observatory for meteorological and scientific research on the Jungfraujoch (11,340ft.). The promoter of the scheme is the Swiss meteorologist, M. A. de Quervain, and the £20,000 needed for the carrying out of the enterprise has been raised.

Moscow reports the arrival of a delegation of French sailors who have gone to Russia to assist the Red Fleet to commemorate the tenth anniversary of the mutiny of French sailors in the Black Sea in April, 1919. The sailors proceeded to Sevastopol, where a festival is being arranged.

A message from Canberra says that the Federal Advisory Committee on Cancer reports that cancer patients who received radium treatment markedly improved, thus justifying the Health Ministry's purchase of radium to the value of £100,000 last year. A laboratory will be erected at Melbourne University for the manufacture of apparatus for handling radium.

The Central Electricity Board announces that Mr. S. E. Feiden has been appointed District Engineer for the Mid-East England Electricity Scheme, 1923, under the Board. Mr. Feiden is at present general manager and engineer of the City of Sheffield Electric Supply

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PILSENER SUPERIOR QUALITY. LIGHT.
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All Classes of
Perfumes for
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AGENTS:
VICENTE ATIENZA & CO.,
No. 54, NATHAN ROAD, KOWLOON.
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WITHOUT

A DOUBT,



THE BEST

MILK STOUT.

SOLE DISTRIBUTORS:—

H. RUTTONJEE & SON. 15, QUEEN'S ROAD CENT.
HONG KONG, SHANGHAI, SINGAPORE, WAI HAI WEL.

Money and Markets

HONG KONG MARKET REPORTS.

QUOTATIONS.

Quotations at yesterday's local market for rice, and other foodstuffs were as follows:—

Rice.	Per picul
Ching Cheung	\$7.17
Ching Kum On, Unglutinous	\$6.91
Red Seal, Fa. Pok	\$5.56
No. 3, Granulated	3.32
Luk Kia Yue	7.38
Luk Sheung Hay	7.74
Luk Sheung Lam, Unglutinous	6.96
Ching Sheung Chin	7.07
Pok Mei, granulated	4.27
White Broken	5.45
No. 1 Pokmei granulated	4.10
Miscellaneous.	
No. 15 Coarse granulated sugar	\$ 6.73
No. 34 Coarse granulated sugar	7.43
No. 1 Bird's white edible nest	3,650.00
Camellia-nut oil	90.00
Dried Peeled chestnut	11.00
Green Flax	27.00
Dried Persimmon	14.00
White Sesame	16.00
Black Bean	6.10
Scarlet Bean	8.00
Soy Bean	7.00
Queen Bean	8.40

CANTON COTTON YARN MARKET.

The market has been very quiet as both wholesale and retail sales are limited and prices have remained low. Latest quotations are as follows:—

No. 42 Yang Hek	\$464
Five Sons	461
Flower and Butterfly	460
Boon Hay	458
No. 38 Choy Kou	378
Blue Phoenix	378
Tin Koon	380
Pine and Deer	390
Sheung Hay	378
No. 20 Golden City	300
Sin To	285
Blue Phoenix	270
Hung Hay	275
Wan Pang	272
Larp Ma	292
Sheung Cheung	278
Ng Fook	278
Yan Chung	280
Tramcar	276
Muk Yang	280
Poo Yee	280
Three Stars	280
No. 16 Globe	278
Foo Kwai	274
Yan Chung	274
No. 12 Golden City	276
Peacock	280
Foo Kwai	280
Poo Yee	280
Tramcar	280
Pretty Damsel	284
Aeroplane	275
Tak Lee	275
No. 10 Sailing Vessel	256
Golden City	254
Peacock	254
Lotus and Bee	248
Double Lions	242
Five Lions	242
Yan Chung	250
Tai Fat	255
Tak Lee	255
Excellent Crops	238
No. 8 Lion	180
Lion No. 2	175
Hut Hou	175

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

CANTON, May 13.	
Water Works	\$4.70
Electric Light & Power	4.50
Canton-Hankow Railway	98.00
The Sun Company	98.00
Sincere Company	118.00
Nanyang Tobacco Co.	4.70
Canton Tramways	2.70
China Merchants' Steam Navigation Co.	52.00
Central Bank of China	48.00

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rough, May 14.	
Paris	124.30
New York	4.85 5/32
Brussels	34.94
Geneva	25.10 1/2
Amsterdam	12.06 1/2
Milan	92.65
Berlin	30.46 1/2
Stockholm	18.16 1/2
Copenhagen	18.20 1/2
Oslo	18.19 1/2
Vienna	34.54
Prague	184
Helsingfors	183
Madrid	34.03 1/2
Lisbon	106 1/2
Athens	375
Bucharest	118
Rio	5 57/64
Buenos Aires	47 11/32
Bombay	1/5 29/32
Shanghai	2/64
Hong Kong	1/11 1/2
Yokohama	1/10 5/32
Silver, spot & forward	25 3/16

CANTON TRADE NOTES.

On account of military activities, arrivals of oxen have been short. Stocks have also become scarce and consequently an exceptionally high price has resulted.

The price of rice has risen owing to brisk demand by country district merchants. Rice from Siam is fifty cents higher per picul while Annamese rice has also advanced by forty cents.

Fans made of goose feathers form one of the minor industries of Kwangtung, and are exported to other provinces in fairly large quantities. Recently, over 1,000 fans were exported to Amoy.

Large quantities of firewood, cattle and poultry are imported into Hong Kong from the West River country district. Recently, however, shipments have greatly decreased. Prices have advanced.

During the last few days, the money market has greatly improved. On the 13th inst. the value of the Central Bank of China \$1 notes rose to \$0.91 of nominal value, while the exchange rate for Hong Kong money is \$1.30.

Prices of cocoons in Namhoi, Shantung and other silk-producing districts have dropped although there has been less demand, due to the fact that silk silences have been disheartened on account of the high price of mulberry leaves and the financial crisis. Current quotations of cocoons are ten to twelve dollars for a hundred thousand, being about five dollars lower than that of the previous crop.

Japanese cement imported into Hong Kong has greatly decreased recently on account of the output of works in Shanghai, Canton and other places. The importation has been also affected by the new tariff imposed by the Chinese Government. At present, the amount of cement imported into Hong Kong from Japan is about two thousand kegs monthly as compared with ten thousand kegs formerly. The current price is about \$3.40 a bag. The market is moderate.

Unusually high prices for mangos prevailed in the fruit market due to short arrivals from the Philippines where the production of this fruit is not satisfactory this year. Medium-sized mangos were sold at twenty to thirty cents each and a barrel cost \$23. During the last few days, however, prices have dropped to \$20 a barrel owing to large arrivals of Annamese mangos which are normally sold at only ten dollars a barrel. Mangos from Annam are much inferior to those from the Philippines.

GRAIN REPORTS.

Messrs. Pentreath & Co. have kindly supplied us with the following report, dated April 17, from Messrs. Hornby, Hemelryk & Co., of Liverpool:—

The grain market has been steady since our last report, and fluctuations have been comparatively narrow. The unsettling factor has been the action which the President of the United States may take in order to give farm relief. Congress has now been called, and a bill is being discussed. We understand that the proposed relief measures call for the Government to provide a revolving fund of 500 million dollars for accumulating surplus farm products and holding until prices are deemed satisfactory, and probably taking some losses on a portion of the exportable surplus and maintaining domestic prices at approximately the world level plus import duty.

Very little first-hand business has been done in Canadian wheat, as offers are above our parity. The Canadian North-West has had further rains, and although little seeding has been done yet, operations are expected to begin over an extensive area this week. Talk is now rife of an increase in acreage. Winter wheat crop reports from the United States are much better, the crop making good progress. Moisture is abundant except in parts of Kansas and Nebraska. Offers from the other side are still much above our parity.

We look for unsettled markets until some definite decision is come to with regard to Farm Relief in the United States, and it is very hard to say what will eventually happen if the President attempts to fix values on a basis which is not in accordance with world's prices. If the present ideas of the Bill are made effective, it might easily be a bullish factor for this side, but a bullish one for the United States, and we understand that Farm Relief prospects are already inducing short covering of both Wheat and Corn in the Chicago market.

(Continued on next column.)

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

May 14, 1929.	
H.K. Banks	...\$1.32 buy.
Do., London	...\$1.31 nom.
Chartered Bank	...\$1.31 buy.
Mercantile Bank, & C.	...\$1.33 nom.
Do.	...\$1.31 nom.
P. & O. Bank	...\$1.32 nom.
East Asia Bank	...\$1.30 nom.
Canton Insurance	...\$1.30 buy.
Union Insurance	...\$1.30 nom.
North China Ins.	...\$1.30 buy.
Anglo Insurance	...\$1.30 nom.
China Underwriters	...\$1.30 buy.
China Fire Insurance	...\$1.30 buy.
H.K. Fire Ins.	...\$1.30 nom.
Douglas	...\$1.30 sel.
H.K. Steamboat	...\$1.30 sel.
H.K. Tugs	...\$1.30 buy, 2.6 sel.
Indo-China (Pref.)	...\$1.30 buy.
Do. (Def.)	...\$1.30 nom.
Shell Transport	...\$1.30 nom.
Union Waterworks	...\$1.30 nom.
Benguet	...\$1.30 buy.
Kaitian Mining	...\$1.30 buy.
Langkai (combined)	...\$1.30 nom.
Do. (single)	...\$1.30 nom.
S'hai. Explorations	...\$1.30 sel.
Shanghai Loan	...\$1.30 sel.
Rand	...\$1.30 nom.
Tromps Mines	...\$1.30 nom.
H.K. & S. Hotels	...\$1.30 nom.
H.K. & S. Hotels	...\$1.30 nom.
China Provident	...\$1.30 buy, 4.40 sel.
Hongkong	...\$1.30 nom.
New Engineering	...\$1.30 buy.
Shanghai Dock	...\$1.30 buy.
Ewo Cotton	...\$1.30 buy.
Oriental Cottons	...\$1.30 buy, 2.10 sel.
S'hai. Cottons (old)	...\$1.30 nom.
Do. (new)	...\$1.30 nom.
H.K. & S. Hotels	...\$1.30 nom.
H.K. & S. Hotels	...\$1.30 nom.
Shanghai Land	...\$1.30 nom.
Humphreys Estates	...\$1.30 nom.
H.K. Realities	...\$1.30 nom.
H.K. Tramways	...\$1.30 sel.
Peak Tram (old)	...\$1.30 buy.
Do. (new)	...\$1.30 nom.
Star Ferry	...\$1.30 buy.
China Light, Cam.	...\$1.30 buy.
Do. Rights	...\$1.30 sel.
Do. Rights	...\$1.30 sel.
H.K. Electric	...\$1.30 buy, 5.58 sel.
Macao Electric	...\$1.30 sel.
Sandakan Light	...\$1.30 sel.
Telephones	...\$1.30 buy.
China Buses	...\$1.30 buy.
Singapore Tractions	...\$1.30 nom.
Do. (Pref.)	...\$1.30 nom.
China Sugars	...\$1.30 nom.
Mahab Sugars	...\$1.30 buy.
Canton Ind	...\$1.30 buy.
Cements (combined)	...\$1.30 buy, 8.30 sel.
Do. (old)	...\$1.30 sel.
Do. (new)	...\$1.30 nom.
H.K. Bays	...\$1.30 buy.
United Asbestos	...\$1.30 buy.
Dairy Farms	...\$1.30 buy.
Watsons	...\$1.30 nom.
For A Wings	...\$1.30 buy.
Loan Guarantors	...\$1.30 sel.
Mackintosh	...\$1.30 buy.
Sincere	...\$1.30 buy.
Wm. Pavells	...\$1.30 nom.
H.K. Amusements	...\$1.30 sel.
H.K. Constructions	...\$1.30 sel.
B'qua Indus. C. Bonds	...\$1.30 buy.
H.K. Govt. Loans	...\$1.30 prem. buy.
buy—buyers; sel—sellers; sa—sales nom.—nominal.	

We continue to think that purchase in weak markets should eventually show a profit, although at present we cannot see any sustained advance.

The visible supply in the United States of:—Wheat is 140,840,000 bushels, 144,091,000 last week, 75,776,000 last year; Corn, 33,470,000 bushels, 33,583,000 last week, 40,029,000 last year; Oats, 11,718,000 bushels, 11,590,000 last week, 13,639,000 last year.

The visible supply in Canada of:—Wheat is 91,350,000 bushels, 90,610,000 last week, 77,167,000 last year; Oats, 9,339,000 bushels, 8,109,000 last week, 2,359,000 last year.

Argentine Stock:—Wheat 385,000 tons, Corn 130,000 tons, Oats 50,000 tons, Linseed 170,000 tons.

The Canadian Government issued yesterday its report on stocks of grain remaining in elevators, mills, on farms, and in transit on the 31st March, viz:—Wheat, 244,430,000 bushels, against 219,550,000 last year; Oats, 188,070,000 bushels, against 179,360,000 last year; Barley, 49,460,000 bushels, against 22,130,000 last year; Linseed, 1,719,000 bushels, against 3,834,000 last year.

The amount of merchantable grain of the total Canadian 1928 crop is estimated as follows:—Wheat, 503,720,000 bushels, against 412,430,000 last year; Oats, 407,040,000 bushels, against 381,350,000 last year; Barley, 129,080,000 bushels, (no comparison); Linseed, 2,349,000 bushels, against 4,023,000 last year.

We have received the following cables from Chicago:—

Wheat: Prices declined sharply under cumulative liquidation and a quiet demand, together with generally favourable crop news and the fact that nothing of a startling nature appeared in President Hoover's speech. The trade continues its message less bullish than expected although an analysis of his speech clearly indicates that his programme provides for the Government to finance surplus crops. We feel that the passage of the Farm Relief Bill now pending will be a bullish factor, and we do not look for any material decline.

Corn tends to follow Wheat. The basic position of Corn is unchanged and sound.

May Oats are in a strong position, and the premium over the distant month should increase. There are no important developments in Rye.

WILLIAM FOX Presents

NO OTHER WOMAN

An enthralling drama of love and jealousy! with

DOLORES DEL RIO

DON ALVARADO
BEN BARD, PAULETTE DUVAL



The famous star of "What Price Glory" in her first ultra-modern role!

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FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

UNUSUAL twists, laughs and thrills in a delightful screen version of the "Saturday Evening Post" story—"ON THE SHELF!"

PAT O'MALLEY, WALLACE BEERY

LET WOMEN ALONE

With
ETHEL WALES and WANDA HAWLEY

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WORLD

TO-DAY & TO-MORROW
At 5.15 & 9.20 Only.

230 & 7.15—Chinese Picture, "Yong Kwal Fee," Pt. 1.

A splendid comedy full of love, laughs and surprises!

SALLY O'NEIL

IN

BECKY

with
OWEN MOORE

AT THE

STAR

TO-DAY & TO-MORROW
At 5.30 & 9.20.

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THE ENGLISH COMEDY CO.

In an attractive repertoire of
the latest London farces,
Comedies and Thrillers.SATURDAY
May 18th, at 9.15 p.m.

ROOKERY NOOK

From The Aldwych Theatre, London.

Sun. May 19.	THE FANATICS The Most Daring Play of the Century
Mon. May 20.	THARK From The Aldwych Theatre.
Tues. May 21.	DIVERSION First Time in Hong Kong.

Booking at MOUTRIE'S and STAR.
Prices: \$3, \$2 & \$1.

BALLANTINE'S

in use for almost 100 years.

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H.M. The Late & H.M. The Late
Queen Victoria King Edward VII.

and

His Majesty King George V.

PURE SCOTCH LIQUEUR WHISKY

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& SON, LTD.GLASGOW AND LONDON.
DISTILLED IN SCOTLANDIf you want a really first class
Scotch Whisky at a reasonable price,
you can have no better than
Ballantine's Liqueur Whisky. It is
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Kong—\$13, including Postage, to
any part of the world—\$15.

WOMEN GOLFERS AT ST. ANDREWS.

THE WOMEN'S OPEN
CHAMPIONSHIP.

[THROUGH REUTER'S AGENCY.]

St. Andrews, May 14.

In cloudy weather, in the second
round of the Ladies' Open Cham-
pionship, Miss Enid Wilson beat
Miss Gardiner (Royal Portrush) by
5 and 4, and Miss Glenna Collett
beat Miss Bryant (Ashford Manor),
3 and 2.

Miss Wethered Wins.

Miss Joyce Wethered who had
not appeared in the Championship
since winning in 1923, beat Mrs.
Madell of Hermitage, by 8 and 7;
Miss Hollins beat Miss Ramsey
(Aldmouth) by 4 and 3; Miss
Boothby (America) beat Mrs. Bell
(Littlestone) by 6 and 5.

ST. ANDREWS.

London (U.P.), May 13.

Another chapter in golf history
will be written on the famous St.
Andrews course during the next
few days, when the British Women's
Championship is decided there. The
best women players in the world
have completed their practice on
the course. Play starts with the
dawn at St. Andrews during the
summer and continues until dark.
The course has often been described
as one of the most wonderful in
the world, and it is certainly one
of the most difficult.The first 100 bunkers at St. An-
drews are the hardest; they are
sufficiently well-known to possess
individual names. Scores of others
which lurk concealed waiting for
an unlucky drive have not been
classified in the bunkers hall of
fame, but they are just as dan-
gerous as their more distinguished
kinsmen. A good drive will pass
merrily over these traps, but a
sliced ball means disaster. Every
approach is flanked by the bonny
braves and banks of Scotland, which
are much nicer accompanied by
music than by the remarks of an
irate golfer.

The Element of Risk.

The element of risk is paramount
in playing St. Andrews. A cau-
tious player may reach the green
in two, and still be fifty yards from
the hole. The course is exceed-
ingly narrow. The greens run in
couple, and most of them are on
plateaus. The fifth and thirteenth
are 100 yards across. A brave
player may return a wonderful
score, but he takes the chance of
getting into so much trouble that
he will tear up his card.Under these conditions the re-
sult of the women's championship
is expected to be more of a puzzle
than usual. Miss Glenna Collett,
the present American champion,
has always been a very long driver
and accurate with a mashie, and
her putting has improved since her
last visit to England. All these
qualifications are essential for a
winner at St. Andrews. Miss Joyce
Wethered, former British champion,
is competing for the first time since
1923. Either of these golfers, and
half a dozen more, is capable of
competing in the final this year.

Terrors of the Course.

A brief description of the terrors
facing the lady golfers who will play
here follows:—Swilcan Burn, among the elite in
bunkers, guards the First, or Burn
Hole. Par is 4; 365 yards.Second, or Dyke, 402 yards, par 4,
one of the finest two-shot holes in
the world. Cheapie's bunker, an
other blue-blooded barrier, stands
guard with a wirey bunker at the
back to trap an extra-long shot.Third, or Cartgate, 341 yards, par
4, is named after the famous bunker
at the left of the green.Fourth, or Ginger Beer, 385
yards, par 4, with plenty of bunkers
and a cottage to keep the game in-
teresting.Fifth, or Hole o' Cross, 433 yards,
par 5; green is reached across a
mighty valley; a five is usually well
earned.Sixth, or Heatherly, 345 yards,
par 4. Heather, with heather, and
more heather; hence the name of
Heatherly.Seventh, or High Hole, 333 yards,
par 4; getting into the real danger
zone now; a score of 29 for the first
seven holes means faultless golf.Eighth, 139 yards, par 3; ninth,
273 yards, par 4; tenth, 312 yards,
par 4, are a full before the coming
storm; a stroke or two saved here
will come in handy on the way
home.Eleventh, or Eden, 148 yards, par
3, most famous or infamous hole in
golf. Capable of being either
heaven or hell. Green perched on
a slope; waters of the Eden be-
yond; Strath and Hill Bunkers are
among the more notorious; more
than one championship has been
lost here.Twelfth, or Heatherly, 318 yards,
par 4, is guarded by Strake, an un-
usually greedy bunker, well conceal-
ed.Thirteenth, or Hole of Cross, 403
yards, par 4; Coffin bunker may be
indicative of a player's hopes at this
hole.Fourteenth, or Long Hole, 518
yards, par 5, magnificent specta-
cular, and often ruinous. Sliced tee
shot may land in Elysian fields;

(Continued at foot of next column).

HOME CRICKET.

NORTHANTS DEFEAT
GLAMORGAN.

A BOWLER'S MATCH.

[THROUGH REUTER'S AGENCY.]

London, May 14.

Playing on their own ground,
Northamptonshire defeated Glamor-
gan by 103 runs.Northamptonshire batted first
and scored 178 runs. T. Arnott
(Glamorgan) took five wickets for
62 runs.Glamorgan responded with 131
runs. V. W. C. Jupp took seven
wickets for 51 runs.In their second innings North-
amptonshire ran up a score of 163,
J. C. Clay (Glamorgan) taking five
wickets for 17 runs.On their second visit to the wicket
Glamorgan fared badly, the whole
side being out for 37 runs.

Notts Beat Kent.

Notts beat Kent by an innings
and 37 runs.
Kent scored 233 (Barratt, 5 for
44) and 135.
Notts hit up 427 (A. W. Carr,
123).

South Africans v. Middlesex.

The South Africans beat Middle-
sex by 8 wickets.
Scores: Middlesex 129 (Morkel
7 for 61), and 210 (E. T. Killick,
111); South Africans 291 and 88 for
2 wickets.

Yorkshire v. Essex.

Yorkshire won by an innings and
37 runs.
Scores: Essex 195 and 67
(Rhodes 9 for 33); Yorkshire 299
for 7 dec. (Leyland 134).

Worcestershire v. Somerset.

Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
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Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
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Somerset 108 (Root 5 for 37, H. A.
Gilbert 5 for 42). Game drawn.Worcestershire 233 and 91 for 5;
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Gilbert 5 for 42). Game drawn.

1,000 GUINEAS GOLF TOURNAMENT.

BIG FIELD AT MOORTOWN.

COMPSTON'S FINE FIRST
ROUND.

[THROUGH REUTER'S AGENCY.]

Moortown, Leeds, May 14.

A powerful field, including several
Americans and Ryder Cup players,
competed in the qualifying rounds
of the Thousand Guineas Tourna-
ment.Leading scores in the first round
were:—A. Compston, 71.
L. Cotton (Cousdon Court), 73.J. Jurado (Argentina), F. Robson
(Cooden Beach), W. Bull (Lancas-
ter), A. Boomer (Paris), Tom Bar-
ber (Cavendish), 74.Horton Smith (U.S.A.), 75.
T. Green (Copt Heath), D. Free-
man (Thorpe), S. Brews (S.
Africa), R. Ballantine (Moortown),
C. Whitcombe (Crews Hill), E.
Whitcombe (Bourne Mouth), A.
Yorg (Sonning), W. Davies (Wal-
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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Hayes, Dollar, May 19.
Pres. Polk, Dollar, June 2.

AMOI.

Haining, Douglas, May 17.
Tjilak, J.C.J.L., May 13.
Kiangyuan, B. & S., May 13.
Haining, Douglas, May 21.
Shanghai, B. & S., May 21.
Yuenang, Jardine's, May 23.
Anhui, B. & S., May 23.
Tjitaroom, J.C.J.L., June 1.
Tjitoria, J.C.J.L., June 3.
Santhia, H.I., June 4.
Kumsang, Jardine's, June 13.

ANTWERP.

Afrika, Manners, May 17.
Kamo Maru, N.Y.K., May 18.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
City of Glasgow, Bank, June 10.
Malaya, Manners, June 12.
Jeypore, P. & O., June 15.

AUSTRALIAN PORTS.

Kaga Maru, N.Y.K., May 22.
Tanda, E. & A., May 31.

BALTI PORTS.

Afrika, Manners, May 17.
Nanking, Gilman's, May 15.
Franken, Melchers, May 20.
Fulda, Melchers, June 1.
Malaya, Manners, June 12.
Main, Melchers, June 19.

BALTIMORE.

Comliebank, Bank, May 27.
Nelson, B.F., June 5.
City of Mobile, Bank, June 14.

BANGKOK.

Hellas, Thoresen's, May 19.
Kwangchow, B. & S., May 19.
Kiangyuan, B. & S., May 22.
Hellas, Thoresen's, May 23.
Kalgan, B. & S., May 23.
Hirundo, Thoresen's, June 2.
Hiram, Thoresen's, June 3.

BEJAWAN DELI.

Franken, Melchers, May 20.
Van Heutz, J.C.J.L., May 23.
Fulda, Melchers, June 1.

BOMBAY.

Morea, P. & O., May 25.
Penang Maru, N.Y.K., May 23.
Sado Maru, N.Y.K., June 11.

BOSTON.

Pres. Hayes, Dollar, May 19.
Comliebank, Bank, May 27.
Asuku Maru, N.Y.K., May 23.
Bolton Castle, Dodwell's, May 30.
Pres. Polk, Dollar, June 2.
Nelson, B.F., June 5.
Imperial Prince, Furness, June 6.
City of Mobile, Bank, June 14.

BREMEN.

Franken, Melchers, May 20.
Fulda, Melchers, June 1.

BRINDISI.

Rosandra, Dodwell's, May 23.
Romolo, Dodwell's, June 7.
Fiume, Dodwell's, June 13.

CALCUTTA.

Nagano Maru, N.Y.K., May 18.
Hosang, Jardine's, May 17.
Katsang, Jardine's, May 17.
Talamba, B.I., May 25.
Akita Maru, N.Y.K., May 30.
Talmu, B.I., June 12.

CEBU.

Golden Sun, States S.S., May 16.
Iowa, States S.S., May 19.
Tacoma, States S.S., June 3.

CHETOO.

Kueichow, B. & S., May 18.
Huichow, B. & S., May 23.
Sarpedon, B.F., May 31.

COLOMBO.

Hector, B.F., May 15.
Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
D'Artagnan, M.M., May 21.
Vogland, J.C.J.L., May 21.
Morea, P. & O., May 25.
Rosandra, Dodwell's, May 23.
Penang Maru, N.Y.K., May 23.
Glenberg, J.C.J.L., May 23.
Duisburg, J.C.J.L., June 1.
Fulda, Melchers, June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Delta, P. & O., June 8.
Aeneas, B.F., June 11.
Sado Maru, N.Y.K., June 11.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.

COPENHAGEN.

Afrika, Manners, May 17.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.
Malaya, Manners, June 12.

DALRY.

Main, Melchers, May 17.
Yingchow, B. & S., May 19.
Luchow, B. & S., May 23.
Sarpedon, B. & S., May 31.
Trier, Melchers, June 5.

DUTCH PORTS.

Afrika, Manners, May 17.
Nanking, Gilman's, May 15.
Kamo Maru, N.Y.K., May 18.
Franken, Melchers, May 20.
Oldenburg, J.C.J.L., May 23.
Vogland, J.C.J.L., May 23.
Diomed, B.F., May 23.
Glenberg, J.C.J.L., May 23.
Duisburg, J.C.J.L., June 1.
Fulda, Melchers, June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Delta, P. & O., June 8.
Aeneas, B.F., June 11.
Sado Maru, N.Y.K., June 11.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.

JAPAN PORTS.

Tjilak, J.C.J.L., May 13.
Tjilini, J.C.J.L., May 22.
Glenberg, J.C.J.L., May 23.
Tjitaroom, J.C.J.L., June 1.
Tjitoria, J.C.J.L., June 3.
Tjimanok, J.C.J.L., June 5.

LIVERPOOL.

Toyooka Maru, N.Y.K., May 22.
Glaucus, B.F., June 3.

LONDON.

Kamo Maru, N.Y.K., May 18.
Morea, P. & O., May 25.
Diomed, B.F., May 23.
Glenberg, J.C.J.L., May 23.
Lahore, P. & O., June 1.
Katori Maru, N.Y.K., June 1.
Delta, P. & O., June 8.
City of Glasgow, Bank, June 10.
Aeneas, B.F., June 11.
Jeypore, P. & O., June 15.

LOS ANGELES.

Siberia Maru, N.Y.K., May 15.
Pres. McKinley, A.M.L., May 21.
Rokuyo Maru, N.Y.K., May 21.
Golden Dragon, S.S.S., May 23.
Ginyo Maru, N.Y.K., May 30.
Pres. Grant, A.M.L., June 4.

FOOCHOW.

Haining, Douglas, May 17.
Haining, Douglas, May 21.

GENOA.

Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
Vogland, J.C.J.L., May 21.
Toyooka Maru, N.Y.K., May 22.
Duisburg, J.C.J.L., June 1.
Fulda, Melchers, June 1.
Pres. Polk, Dollar, June 2.
Glaucus, B.F., June 3.
Sauerland, J.C.J.L., June 15.

GLASGOW.

Glaucus, B.F., June 3.
Aeneas, B.F., June 11.

GOTHENBURG.

Afrika, Manners, May 17.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.
Malaya, Manners, June 12.

HAIPHONG AND HOIEHOW.

Tonkin, M.M., May 21.
Kwangchow, B. & S., May 23.
Linhin, B. & S., May 23.

HAMBURG.

Afrika, Manners, May 17.
Nanking, Gilman's, May 15.
Franken, Melchers, May 20.
Vogland, J.C.J.L., May 21.
Diomed, B.F., May 23.
Glenberg, J.C.J.L., May 23.
Duisburg, J.C.J.L., June 1.
Fulda, Melchers, June 1.
Lahore, P. & O., June 1.
Delhi, Gilman's, June 1.
City of Glasgow, Bank, June 10.
Malaya, Manners, June 12.
Jeypore, P. & O., June 15.

HAPLES.

Pres. Hayes, Dollar, May 19.
Pres. Polk, Dollar, June 2.

NEWCHANG.

Yingchow, B. & S., May 19.
Luchow, B. & S., May 23.

NEW YORK, BOSTON, etc.

Pres. Hayes, Dollar, May 19.
Comliebank, Bank, May 27.
Asuku Maru, N.Y.K., May 23.
Bolton Castle, Dodwell's, May 30.
Pres. Polk, Dollar, June 2.
Nelson, B.F., June 5.
Imperial Prince, Furness, June 6.

NORTH CHINA.

Main, Melchers, May 17.
Tjilak, J.C.J.L., May 13.
Sarpedon, B.F., May 31.
Tjitaroom, J.C.J.L., June 1.
Trier, Melchers, June 5.

ORAN.

Franken, Melchers, May 20.
Main, Melchers, June 19.

OSLO.

Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.

PANAMA.

Rokuyo Maru, N.Y.K., May 21.
Asuku Maru, N.Y.K., May 23.
Ginyo Maru, N.Y.K., May 30.

PEKING.

Nagano Maru, N.Y.K., May 18.
Hosang, Jardine's, May 17.
Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Talamba, B.I., May 25.
Van Heutz, J.C.J.L., May 23.
Katsang, Jardine's, May 23.
Morea, P. & O., May 25.
Penang Maru, N.Y.K., May 23.
Akita Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Sado Maru, N.Y.K., June 11.
Talmu, B.I., June 12.
Jeypore, P. & O., June 15.

PLYMOUTH.

Morea, P. & O., May 25.

PORTLAND.

Pennsylvania, States S.S., May 18.

RABAU.

Bremerhaven, Melchers, June 1.

RANGOON.

Nagano Maru, N.Y.K., May 18.
Akita Maru, N.Y.K., May 30.

SAIGON.

Golden Sun, States S.S., May 16.
D'Artagnan, M.M., May 21.
Sphinx, M.M., June 4.

SANDAKAN.

Mausang, Jardine's, May 24.
Tanda, E. & A., May 31.
Hingsang, Jardine's, June 4.

SAN FRANCISCO.

Siberia Maru, N.Y.K., May 15.
Pennsylvania, States S.S., May 18.
Pres. McKinley, A.M.L., May 21.
Golden Dragon, S.S.S., May 23.
Asuku Maru, N.Y.K., May 23.
Ginyo Maru, N.Y.K., May 30.
Pres. Grant, A.M.L., June 4.

SCANDINAVIAN PORTS.

Afrika, Manners, May 17.
Nanking, Gilman's, May 15.
Delhi, Gilman's, June 1.
Malaya, Manners, June 12.

SEATTLE.

Iyo Maru, N.Y.K., May 20.
Pres. Jefferson, A.M.L., May 23.
Tyndareus, B.F., June 1.
Pres. Lincoln, Dollar, June 11.

SHANGHAI.

Emp. of Asia, C.P.S., May 15.
Kwangchow, Jardine's, May 15.
Siberia Maru, N.Y.K., May 15.
Chennan, B. & S., May 18.
Kueichow, B. & S., May 18.
Hanyang, B. & S., May 17.
Main, Melchers, May 17.
Tung Maru, N.Y.K., May 17.
Fiume, Dodwell's, May 18.

SHANGHAI.

Emp. of Asia, C.P.S., May 15.
Kwangchow, Jardine's, May 15.
Siberia Maru, N.Y.K., May 15.
Chennan, B. & S., May 18.
Kueichow, B. & S., May 18.
Hanyang, B. & S., May 17.
Main, Melchers, May 17.
Tung Maru, N.Y.K., May 17.
Fiume, Dodwell's, May 18.

SHANGHAI.

Emp. of Asia, C.P.S., May 15.
Kwangchow, Jardine's, May 15.
Siberia Maru, N.Y.K., May 15.
Chennan, B. & S., May 18.
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Hanyang, B. & S., May 17.
Main, Melchers, May 17.
Tung Maru, N.Y.K., May 17.
Fiume, Dodwell's, May 18.

SHANGHAI.

Emp. of Asia, C.P.S., May 15.
Kwangchow, Jardine's, May 15.
Siberia Maru, N.Y.K., May 15.
Chennan, B. & S., May 18.
Kueichow, B. & S., May 18.
Hanyang, B. & S., May 17.
Main, Melchers, May 17.
Tung Maru, N.Y.K., May 17.
Fiume, Dodwell's, May 18.

SHANGHAI.

Emp. of Asia, C.P.S., May 15.
Kwangchow, Jardine's, May 15.
Siberia Maru, N.Y.K., May 15.
Chennan, B. & S., May 18.
Kueichow, B. & S., May 18.
Hanyang, B. & S., May 17.
Main, Melchers, May 17.
Tung Maru, N.Y.K., May 17.
Fiume, Dodwell's, May 18.

SHANGHAI.—(Continued).

Canton, Gilman's, May 19.
Kwaiang, Jardine's, May 19.
Ninghai, B. & S., May 19.
Yingchow, B. & S., May 19.
Iyo Maru, N.Y.K., May 20.
Medon, B.F., May 20.
Siam, Manners, May 20.
Tyndus, B.F., May 20.
Angers, M.M., May 21.
Pres. McKinley, A.M.L., May 21.
Shantung, B. & S., May 21.
Sungshan Maru, N.Y.K., May 21.
Tjilak, J.C.J.L., May 21.
Duisburg, J.C.J.L., May 23.
Emp. of France, C.P.S., May 23.
Fulda, Melchers, June 1.
Duisburg, J.C.J.L., June 1.
Pres. Polk, Dollar, June 2.
Tacoma, States S.S., June 3.
Pres. Lincoln, Dollar, June 4.
Nelson, B.F., June 5.
Tjitaroom, J.C.J.L., June 5.
Tjitoria, J.C.J.L., June 5.
Tjimanok, J.C.J.L., June 5.
Sauerland, J.C.J.L., June 15.

MAREILLES.

Kamo Maru, N.Y.K., May 18.
Pres. Hayes, Dollar, May 19.
Franken, Melchers, May 20.
D'Artagnan, M.M., May 21.
Toyooka Maru, N.Y.K., May 21.
Vogland, J.C.J.L., May 21.
Morea, P. & O., May 25.
Diomed, B.F., May 23.
Duisburg, J.C.J.L., June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Delta, P. & O., June 8.
City of Glasgow, Bank, June 10.
Aeneas, B.F., June 11.
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Sauerland, J.C.J.L., June 15.

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CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI, WHARF...	"KUEICHOW" ... On 16th May, 11 a.m.	
CHONGCHOW & TIENTSIN	"CHENAN" ... On 18th May, 5 p.m.	
SHANGHAI	"HANYANG" ... On 17th May, 3 p.m.	
SWATOW & SINGAPORE	"KINGYUAN" ... On 19th May, 6 a.m.	
SWATOW, SHANGHAI & TIENTSIN	"NINGHAI" ... On 19th May, 8 a.m.	
SWATOW & BANGKOK	"KWANGCHOW" ... On 19th May, Noon	
SHANGHAI, NEWCHANG & DALNY	"YINGCHOW" ... On 19th May, 3 p.m.	
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG" ... On 21st May, 5 p.m.	
HOIHOV, SINGAPORE & BANGKOK	"KIUNGCHOW" ... On 22nd May, 10 a.m.	
SWATOW & SHANGHAI	"TEAN" ... On 23rd May, 8 a.m.	
HOIHOV, PAKHOI & HAITONG	"LINAN" ... On 23rd May, 10 a.m.	
WHARF, CHONGCHOW & TIENTSIN	"HUICHOW" ... On 23rd May, 10 a.m.	
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG" ... On 25th May, 8 a.m.	
AMOI, SWATOW & SINGAPORE	"ANHUI" ... On 26th May, 8 a.m.	
SWATOW & BANGKOK	"KALGAN" ... On 26th May, Noon	
SANTAO, SHANGHAI, NEWCHANG & DALNY	"LUCHOW" ... On 26th May, 3 p.m.	

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND BAGGAGE CAN BE INWARDED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Through and Most Up-to-date First and Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Home Kow	Days to Sail
TAIPING	In Port	14th May
CHANGTE	11th June	18th June
TAIPING	8th July	18th July

For Freight and Passage Apply to— BUTTERFIELD & SWIRE, Agents.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

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AND AMERICAN & MANCHURIAN LINE (HILLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "NELUS"	via Suez Canal	5th June
S.S. "CITY OF MOBILE"	via Suez Canal	14th June
S.S. "MACHAON"	via Suez Canal	3rd July

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG, HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

TO BOSTON AND NEW YORK

T.S. "IMPERIAL PRINCE"	June 6th
M.V. "JAVANESE PRINCE"	June 20th
T.S. "BRITISH PRINCE"	July 4th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Freight, Passage Rates and Full Particulars, Apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince King's Building.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
D'ARTAGNAN ... 21st May	ANGERS ... 21st May
SPRING ... 4th June	G. METZINGER ... 4th June
ANGERS ... 18th June	ANDRE LEBON ... 18th June
G. METZINGER ... 2nd July	PORRHOS ... 2nd July
ANDRE LEBON ... 16th July	CHENONORAU ... 16th July
PORRHOS ... 30th July	ATHOS II ... 30th July
CHENONORAU ... 13th Aug.	D'ARTAGNAN ... 13th Aug.
ATHOS II ... 27th Aug.	SPRING ... 27th Aug.

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie. des Messageries Maritimes,

Telephone: C. 651 and 740

3 Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Time	MAY 13, 1929.				MAY 14, 1929.			
		Barometer at Sea Level	Thermometer	Humidity	Wind	Barometer at Sea Level	Thermometer	Humidity	Wind
Wladivostok	13	30.06	76.5	46	SE	30.04	78.1	38	SE
Namuro	11	30.13	76.0	...	S	29.67	75.3	...	N
Hokodate	...	30.04	76.0	...	S	30.02	76.5	...	N
Tokio	...	29.96	76.1	...	SE	29.83	75.7	...	NNW
Kochi	...	29.86	75.5	...	...	29.90	75.5	...	...
Nagasaki	...	29.88	75.0	...	NNE	29.98	76.1	...	NE
Kagoshima	...	29.86	75.5	...	SSE	29.90	75.5	...	NW
Oshima	...	29.82	75.7	...	NE	29.88	75.0	...	SSE
Naha	...	29.76	75.0	...	NE	29.84	75.0	...	NNE
Ishigakijima	...	29.75	75.5	...	NNW	29.80	75.0	...	ENE
Bonin Island	...	29.82	75.5	...	SSW	29.75	75.5	...	SW
Chefoo	15	29.94	76.0	60	E	29.91	76.7	60	80
Shanghai	14	29.98	76.1	75	E	29.89	76.1	84	100
Gutzlaff	...	30.01	76.2	66	NE	30.05	76.2	56	100
Sharp Peak	...	29.79	75.6	73	E	29.87	75.7	68	94
Amoy	...	29.80	75.6	74	NE	29.81	75.7	71	91
Swatow	...	29.81	75.7	73	E	29.82	75.7	70	95
Taiheku	11	29.80	75.6	72	E	29.81	75.7	72	86
Taichu	...	29.81	75.7	73	...	29.80	75.6	72	...
Tainan	...	29.78	75.6	86	SW	29.76	75.0	72	...
Koshu	...	29.78	75.6	86	NNW	29.75	75.7	73	...
Pescadore	...	29.76	75.0	77	NNE	29.78	75.3	73	...
Hong Kong	14	29.72	75.4	86	SW	29.73	75.3	74	89
Gap Rock	...	29.71	75.4	82	ENE	29.71	75.5	73	91
Macao	...	29.76	75.5	88	SW	29.77	75.6	76	93
Hoihow	...	29.66	75.3	90	SE	29.73	75.5	75	92
Pratas Island	15	29.71	75.4	90	SSE	29.72	75.4	84	...
Paulien	...	29.78	75.6	90	S	29.84	75.7	81	...
Touraine	...	29.74	75.5	86	WSW	29.74	75.5	73	89
Cape St. James	14	29.75	75.7	90	N	29.76	75.6	77	94
Basco	...	29.75	75.7	90	N	...	...	...	...
Aparri	...	29.76	75.6	90	SW	29.78	75.6	77	86
Tuguegarao	...	29.75	75.7	93	SW	29.78	75.6	79	92
Vigan	...	29.74	75.6	90	SW	29.79	75.6	77	96
Manila	...	29.75	75.7	86	SW	29.81	75.7	77	91
Legaspi	...	29.75	75.7	84	SW	29.80	75.6	79	88
Calbayog	...	29.76	75.6	86	SW	29.79	75.6	79	90
Tacloban	...	29.75	75.7	82	SW	29.80	75.6	79	96
Iloilo	...	29.75	75.7	84	SW	29.82	75.7	...	...
Cebu	...	29.75	75.7	84	SW	29.84	75.7	...	...
Surigao	...	29.75	75.7	84	SW	...	...	...	...
Saipan	...	29.75	75.7	84	SW	...	...	...	...
Guam	12.22	29.79	75.6	...	E	4.22	...	...	...
Yap	11.00	29.79	75.6	...	E	...	...	...	...
Pelew	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...
Labuan	14	29.78	75.6	86	SW	29.84	75.7	78	91

May 14d. 11h. 39m.—The trough of low pressure now extends from Indo-China to the Bonins, depressions being indicated in each extremity. The anticyclone has weakened considerably, leaving a wedge of high pressure over Korea and the Sea of Japan.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.86 inch. Total since January 1, 9.13 inches, against an average of 15.77 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 15th.

District.	Forecast.
1.—Formosa Channel	N.E. winds, moderate.
2.—South coast of China between Hong Kong and Lamock	E. winds, moderate; cloudy.
3.—Hong Kong to Gap Rock	E. winds, moderate; cloudy.
4.—South coast of China between Hong Kong and Hainan	E. winds, moderate; cloudy.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 14.

Previous Day	On Date	On Date
at 4 p.m.	at 6 a.m.	at 2 p.m.
Barometer ... 29.70	29.83	29.77
Temperature ... 81	75	75
Humidity ... 85	81	82
Wind ... E	E	E
Force ... 2	3	3
Weather ... C	O	O
Rain ... 0.96	0.00	0.00

Highest open-air Temperature, 13.88

Lowest open-air Temperature, 14.74

R=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Qualls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

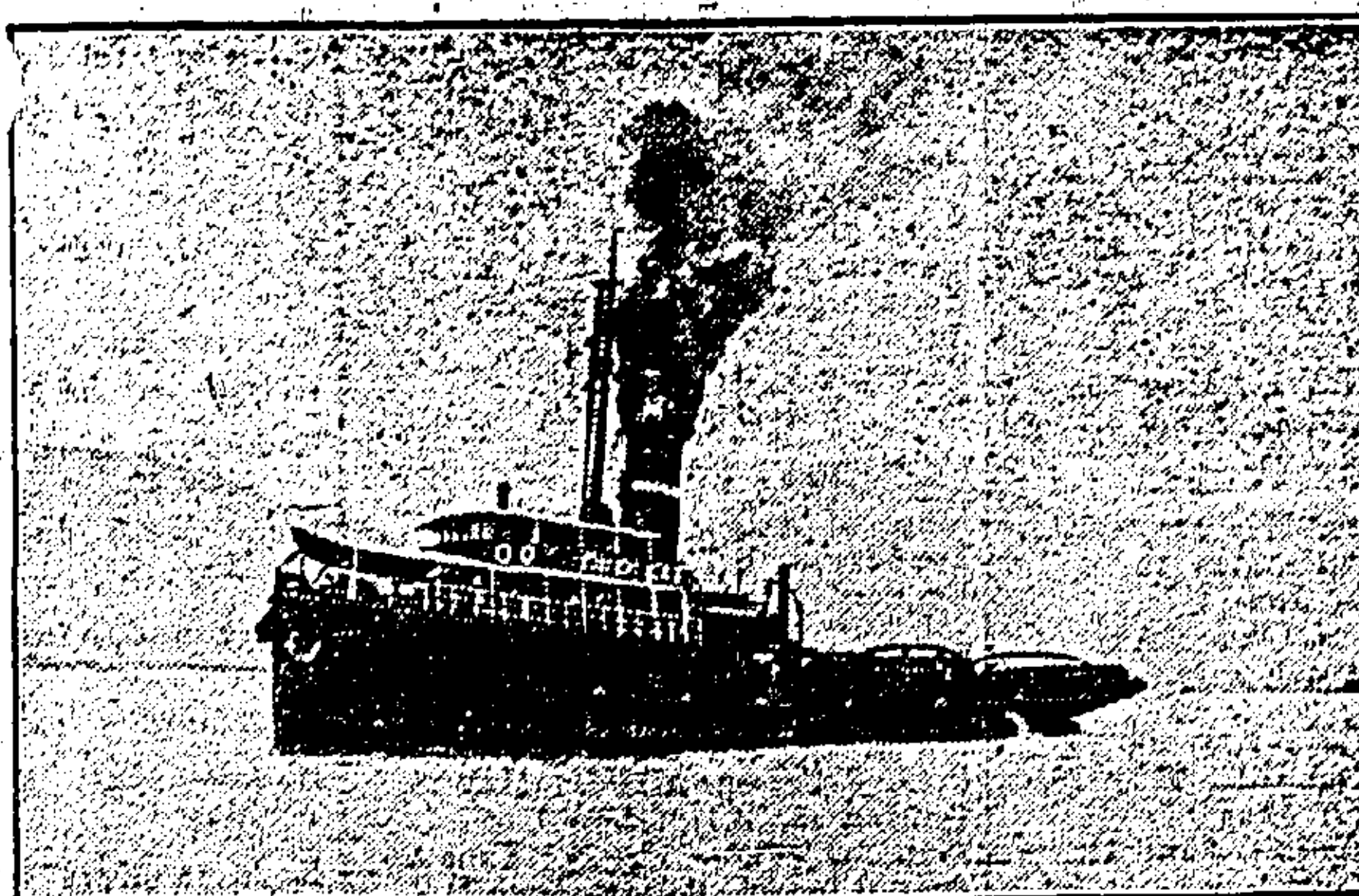
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and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer "Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165' B.P., Breadth 24' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works. Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG" ... "YATSHING"	Wed, 15th May, at 10 a.m. Sun, 18th May, at 10 a.m. Wed, 22nd May, at 10 a.m. Sun, 26th May, at 10 a.m.
OSAKA via AMOI, MOJI & KOBE	"YUENSANG" ... "KUMSANG"	Tues, 23rd May, at 10 a.m. Tues, 18th June, at 9 a.m.
STRAITS & CALCUTTA	"HOSANG" ... "KUTSANG"	Fri, 17th May, at 3 p.m. Sat, 25th May, at 3 p.m.
SANDAKAN	"MAUSANG" ... "HINSANG"	Fri, 24th May, at Noon Tues, 4th June, at 10 a.m.
TIENTSIN	"CHONGSHING"	Tues, 21st May, at 7 a.m.
CANTON	"HOPSANG"	Thurs, 16th May, at Noon

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JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 315

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG"	29th May
Steamship "GLENIFFER"	26th June
Steamship "GLENSHANE"	24th July
Motor Vessel "GLENOGLE"	7th August

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER"	14th May
Steamship "GLARRINGTON COURT"	29th May
Steamship "GLENSHANE"	14th June
Motor Vessel "GLENOGLE"	22nd June

For Freight, Passage and further Particulars, apply to— JARDINE, MATHESON & CO., LTD. AGENTS: THE GLEN LINE, LTD.



FAR EASTERN-PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA: Cabin class ... £73. Intermediate class ... £48. THROUGH BOOKINGS TO LONDON: Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Express Freight S.S. "Franken"	departure 20th May
Pass. M.S. "FULDA"	departure 1st June
Express Freight S.S. "Main"	departure 19th June
Pass. S.S. "TRIER"	departure 29th June
Express Freight S.S. "Lahn"	departure 17th July
Pass. S.S. "DERFFLINGER"	departure 27th July
Express Freight S.S. "Donau"	departure 14th Aug.
Pass. S.S. "SAARBUECKEN"	departure 24th Aug.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)	JAPAN (Freight steamers)
Freight S.S. "Main"	due here 18th May
Pass. S.S. "TRIER"	due here 5th June
Freight S.S. "Lahn"	due here 14th June
Pass. S.S. "DERFFLINGER"	due here 2nd July
Freight S.S. "Donau"	due here 12th July
Pass. S.S. "SAARBUECKEN"	due here 31st July

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO

RABAU, KULON, KALILI, WITU

CARGO TO SAMARAI, KAWIENG, MADANG, SALAMOA, LOMBOROM AND ALL OTHER PORTS IN NEW GUINEA WILL BE ACCEPTED ON THROUGH BILLING WITH TRANSHIPMENT AT RABAU.

NEXT SAILING: S.S. "BBEMERHAVERN" departure about 1st June.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378, 8, Chater Road, Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOI & FOOCHOW AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday, the 17th May, at 3 p.m.
HAIYANG	Tuesday, the 21st May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Pigoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO., General Managers.

GILMAN & CO., LTD. **G. E. HUYGEN.**
Hong Kong. Canton.

